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ILLINOIS CENTRAL MAGAZINE

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July 1922

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The Romance of Yellow Pine
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A Plea for Good Citizenship
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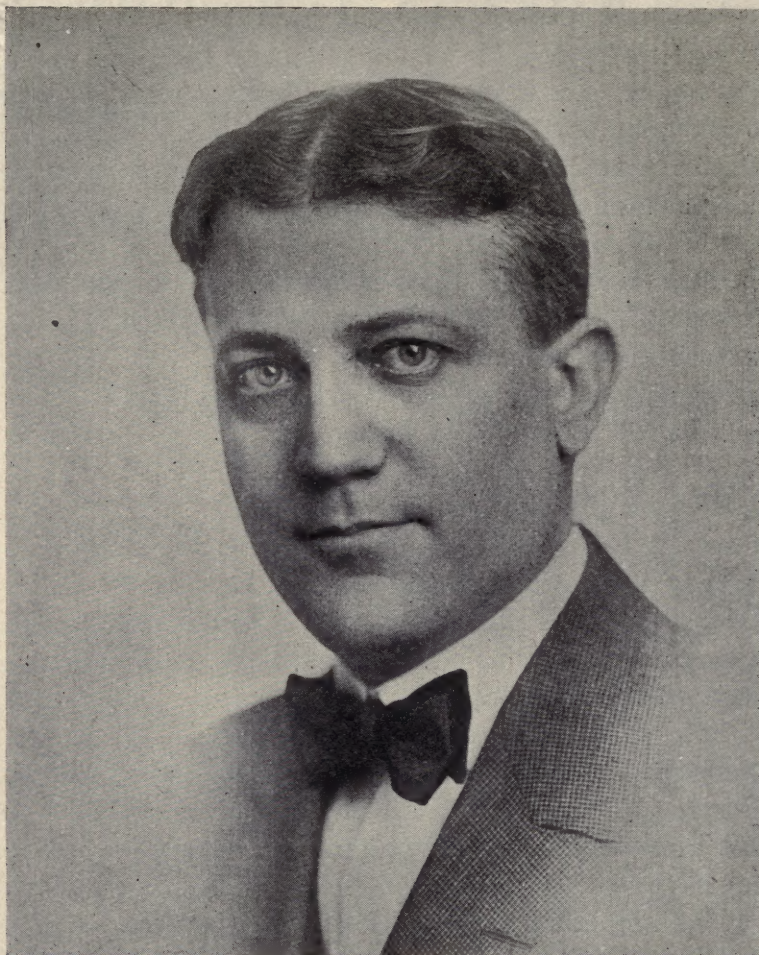
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G. J. Bunting

Mr. Bunting, who was appointed comptroller of the Illinois Central Railroad Company, with headquarters at Chicago, effective May 15, was born at Portsmouth, Va., July 14, 1881. He entered railway service in 1900 as general accountant of the Cashie & Chowan in North Carolina, a position which he later relinquished to become associated in an accounting capacity consecutively with the Audit Company of New York and Indiana Audit Company, in which service he remained until May, 1909, when he was appointed examiner of accounts for the Interstate Commerce Commission. He re-entered railway service on July 15, 1911, as general accountant of the Chicago, Milwaukee & St. Paul Railway Company, with headquarters at Chicago, a position which he held until March 15, 1913, when he was promoted to assistant general auditor and later to comptroller. He left the service of that road on November 1, 1920, to become assistant director of the Bureau of Finance, Interstate Commerce Commission, in which capacity he was engaged in effecting settlements between the carriers and the government for the guaranty period, until May 15 of the current year, when he resigned to accept the position with the Illinois Central.



ILLINOIS CENTRAL MAGAZINE

JULY

NINETEEN TWENTY-TWO

Published monthly by the Illinois Central System in the interest of the system, its officers and employees, and the territory served by its lines.

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GEORGE M. CROWSON, *Editor*.

CHARLES E. KANE, *Assistant Editor*.

Public Opinion Supports Crossing Campaign

Prominent Citizens From Four Points on Illinois Central System Agree Upon Need for Improvement

THE full force of public opinion is solidly behind the "Careful Crossing" campaign of the American Railway Association, in progress from June 1 to September 30, the *Illinois Central Magazine* has reason to believe. This campaign, which was announced in the June issue of this magazine, has the hearty approval and full support of the management and employees of the Illinois Central System.

The leading article in the June issue of the *Illinois Central Magazine* consisted of interviews with twenty-one of the Illinois Central System's locomotive engineers. The interviews gave the opinions of these engineers on the problem of grade-crossing accidents and disclosed several good suggestions to increase safety at the crossings.

In pursuance of this line of thought and to ascertain what public opinion was on the subject, members of the magazine staff took four representative small cities on the Illinois Central System—Clinton, Ill., Fort Dodge, Iowa, Grenada, Miss., and Baton Rouge, La., one on each grand division of the system—and interviewed several prominent citizens in each city on the subject of grade-crossing accidents. The interviews are presented herewith.

These interviews disclose a general demand for a reduction in the number of grade-crossing accidents. The suggestions for their prevention vary, but there is a general agreement that, under existing conditions, the railroads are doing all they can along this line and that something must be done to curb reckless automobile driving and to make drivers "Stop,

From President Harding

Here is what President Harding thinks of the "Careful Crossing" campaign. He wrote the following letter to J. T. Broderick, chairman of the safety section of the American Railway Association:

"My attention has been called to the fact that, under the auspices of the American Railway Association, an intensive campaign is to be waged for eliminating accidents at railway-highway crossings.

"The complete success of such an effort would mean the saving of thousands of lives, the prevention of many more thousands of injuries and incidentally the prevention of a great property loss. Of course, the ideal solution is elimination of grade crossings, to which all possible energy and means should be unceasingly directed. But the extent of our country and its railway mileage make apparent that not for many years of utmost effort could this be effected. There should be constant pressure for elimination of these danger spots, particularly in the more populous areas, pending which there is need for just the kind of preventative effort that your association is planning. Among these measures, the most effective would seem to be to arouse in the minds of drivers a sense of their personal responsibilities. When thoughtlessness is allowed to usurp the place of vigilance, as too often happens, the scene is set for tragedy. Reminders, and still more reminders, of the need for caution at railway crossings are needed.

"Surely, the effort you are undertaking is appealing, and it ought to have the most generous and general support."

Look and Listen" at grade crossings. The suggestions vary from a campaign of educational publicity to the placing of obstructions in the road which will stop the most thoughtless motorist. From the tenor of these interviews—representing a cross-section of what Illinois Central System patrons agree upon—it appears that there would be little difficulty in passing and enforcing laws to cover this matter.

Here are the interviews:

Would Teach School Children

O. F. LAWRENCE, *editor, The Grenada Sentinel, Grenada, Miss.*: The railroads of the country are to be commended and congratulated upon the campaign they are putting on to save reckless automobilists from their own recklessness. The campaign is humanitarian and altruistic.

A failure to *think* is largely responsible for so many people being killed and seriously injured at railway crossings. And the failure to *think*, to measure consequences, is largely responsible for the moral, social and economic uncertainty that disturbs the American people today.

I confess that I am somewhat at a loss to suggest what to do, more than the railroads are now doing, to lessen the number of automobile grade-crossing accidents, but I think if I were confronted with the situation that confronts the railroads I would just continue to use newspaper space—some sage has said that a thing can be written up or down—and, in addition, I believe I would seek, through the state superintendents of public instructions and the school principals, to get the idea out to the public through the school children. This latter might be done by having persons address the schools throughout the country at some particular hour of the same day.

I think people are in too much of a hurry; they may not have any place to go, but they are in a hurry to get there. I want to tell you that an engineer is in a heap bigger hurry than I am when it comes to my crossing the railway tracks.



O. F. Lawrence

A \$50 Fine Might Help

J. H. BROWN, *former mayor, Grenada, Miss.*: The problem of getting automobile drivers to be more careful in crossing railway tracks is a hard one to solve. It does look as if any sane man would have enough intelligence not to commit suicide simply because he is a free moral agent and can do so if he chooses.

It might help if there were a law passed in each state forcing all drivers of automobiles to stop before attempting to cross a railway track, with a \$50 fine for each offense, one-half of the fine to go to the person reporting the offense to the proper officers. With a law like that, drivers might be persuaded to use reasonable care.

Not long ago I was making a trip in the Delta country, and the negro driver ran his car for a distance parallel to the railway tracks and dodged over ahead of an approaching train. I made him stop the car, and I certainly gave that driver a lecture he'll probably remember as long as he lives. I recall I told him that I would thrash the life out of him if he did it again while I was in the car.

If the railroad were planning an excursion and would announce that the locomotive handling the train would be in charge of an engineer without any more experience than thousands of automobile drivers who are daily menacing their own lives, the lives of those who ride with them and the lives of those who cross their paths, how many passengers do you suppose there would be? I doubt whether there would be any. And that is in spite of the fact that a locomotive, in the hands of an inexperienced engineer, is a whole lot safer than an automobile in the hands of an inexperienced driver, because the locomotive is confined to a definite right-of-way.

Would Enlist Aid of Women

WILLIAM DUBARD, *farmer, Grenada, Miss.*: I thoroughly sympathize with the object sought to be attained in this national campaign to prevent accidents at railway grade crossings, and I would be very glad to say or do something that might help to make a success of the



J. H. Brown

movement. I doubt my ability to do so, but I give you this thought for what it may be worth:

I am one of those who believe that the future of our country is in the hands of the women, and that their attitude toward public questions will in a large, perhaps in the largest, measure determine the conditions, whether good or bad, in which we must live. Believing this, I suggest that the railroads appeal to the women, through their various patriotic, civic and other organizations, to give aid to this movement. With the help of the women, public opinion may be so educated and aroused as to put the ban on reckless automobile driving. If our women fail us in this crucial period, this and other terrors are on us in full force.

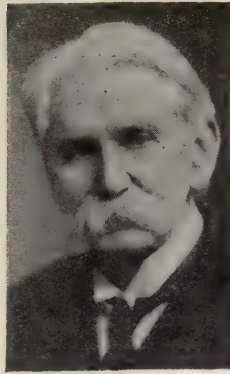
Careless driving is taking its toll in thousands of lives, not only at grade crossings, but upon our highways everywhere. The public must be educated to the great economic loss of this menace of carelessness. I think Mr. Markham was right when he said, in his recent address, that we need to have "teeth" in the laws.

I certainly would not try to ford a stream whose depth I did not know. And I certainly would not drive over a railway track without first satisfying my own mind that it is perfectly safe to do so.

Worth While to Save One Life

W. E. JACKSON, *owner of a printing business, Grenada, Miss.:*

I think each community should exert its best efforts to deal with its own problem of careless automobile driving. I would suggest that automobile clubs institute campaigns to punish reckless drivers by the force of public opinion. They could do this by having charts on which the members could vote on the most reckless driver.



William Dubard

There must be a campaign of education to bring the situation home to the public. If the campaign results in the saving of one human life, it is not without its results.

I think the cards which the Illinois Central System is having its representatives circulate among automobile drivers will do good. Agent E. M. Sherwood had me sign one of the cards yesterday, and last night as I was out driving with my family I stopped at a railway crossing and explained to my wife about the campaign and the card I had signed. We are going to do everything we can to make the campaign a success.

Engineers Do Their Part

DAVE DOGAN, *ex-service man and sheriff, Grenada, Miss.:* I think the railroads are doing everything they can do to prevent accidents at grade crossings. As I was driving into town the other day I noticed how an engineer blew his whistle. Long before I got to the crossing I heard his whistle, when he was still a great distance from the crossing, and after I had crossed over, far ahead of the engine, I stopped my car and watched him come along, with his whistle valve open, all the way.



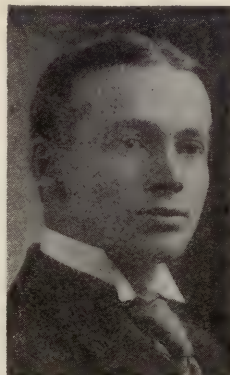
Dave Dogan

With the railroads and their engineers doing all they can do, it is plainly up to the drivers of the automobiles themselves. They can make the campaign a success if they will do so.

Would Favor Markers and Laws

WILLIAM QUERFELD, *county superintendent of highways, Clinton, Ill.:* By virtue of my position I have to be familiar with the roads of this county and with the railway-highway grade crossings. The situation is pretty well taken care of in DeWitt County as far as the railroads are concerned. Superintendent C. W. Shaw of the Illinois Central has always given valuable co-operation in the matter of improving conditions whenever the railroad can do so.

I saw one place this week where the Illinois Central can help prevent grade-crossing accidents, and I am going to ask Mr. Shaw to fix



W. E. Jackson

it up. By lengthening the planking at a crossing the railroad can make it easier for motor cars to cross and may prevent any accident due to "killing" a motor on that particular crossing.

I have no complaints to make regarding the attitude of the railroads. Nothing could be more fair.



William Querfeld

However, most grade-crossing accidents are the fault of the motor car drivers. We must make them "Stop, Look and Listen." I am not in favor of bumps in the roads near grade crossings, as they may cause more accidents to speeding motorists than they will prevent. A marker in the middle of the road to make the driver turn out and thereby slow down would be the best suggestion, I believe. A law on the matter that could be enforced would do good, too. We must stop hard, fast, reckless automobile driving.

Gets Out and Looks for Trains

J. Q. LEWIS, cashier, *John Warner Bank, Clinton, Ill.*: I am astonished to see the chances that are continually being taken by reckless motor car drivers at grade crossings. In a recent motor car trip which I took to Buffalo, N. Y., I saw numerous instances of narrow escapes at grade crossings, and you can rest assured that I am an advocate of greater care on the part of motor car drivers.

My brother, David Q. Lewis, has been in the employ of the Chicago & North Western Railroad about twenty years and is now assistant general claim agent of that company. Through him I am enabled to learn the railway side of the matter. Not long ago he told me of a grade-crossing accident in which a girl was dragged in front of a train by a frightened horse, but there should be none of that danger when an easily controlled motor car approaches a grade crossing.

You can rely on me to do all I can to further this campaign.

I don't drive a motor car, but I hate to see drivers take chances, particularly when they have their families in the car. On our recent trip east, I made it a point to get out and act

as flagman for our car at dangerous grade crossings.

Must Stop Such Carelessness

H. H. BURCH, secretary, *Chamber of Commerce, Clinton, Ill.*: I am not sure that I would be in favor of a law forcing motor car drivers to stop at all grade crossings, as that would probably merely increase public hostility to the railroads. We have had too much of this sort of sentiment in the past. I would favor having bumps in the road or some other sort of handicap to force drivers to slow down and to make them realize a grade crossing is near at hand.

Anything that will slow a man down and make him look is good. Of course, if a man is bent on suicide, he will go ahead and do as he pleases.

Where possible, the railroads should be required to improve conditions at the more dangerous crossings.

I am in favor of the "Careful Crossing" campaign because I have observed many such accidents and near-accidents. I was once in newspaper work and frequently had to write reports of such affairs. The average man has no way of judging the speed of a train. Just the other day, while on an interurban, I saw one driver escape by running his motor car into the ditch when he saw he couldn't get across the track. And once I was in an interurban car which ran down a bicycle rider. He had his head down and never looked up to see where he was.

We must stop such carelessness. Most grade-crossing accidents are due to carelessness on the part of those using the highway.

For a Campaign of Education

H. R. BEATTY, hardware dealer and president of the *Illinois Retail Hardware Dealers' Association, Clinton, Ill.*: It seems to me we need a campaign of education among the people who use the roads. The railroads should be complimented on this "Careful Crossing" campaign, and I hope it will succeed in its purpose.

No engineer will deliberately hit an auto-



H. H. Burch

mobile on a crossing. I have had Illinois Central engineers here repeatedly tell me of races to the crossings with motor car drivers, and I have some idea of the worry it causes the engineers. I believe that 99 per cent of the accidents are the fault of the persons hit.

Several things ought to be done. The engineers can sound their crossing signals plainly (although there may be some objections to that within city limits). A campaign can be conducted among the patrons, the consumers, the users of the crossings. Proper signs can be placed in perhaps better locations (but I am afraid bumps in the roads would cause too many law suits). Proper publicity on the matter should be employed at all times.

But, in spite of all these things, we could easily have an accident when two trains are passing a highway on double track. It all reverts to care on the part of the individual concerned.

Educate the people!

Make Drivers Protect Themselves

E. H. PORTER, *editor-manager, Clinton Register, Clinton, Ill.*: My first suggestion would be to remove all protections at grade crossings and let the motor car drivers shift for themselves. Placing the responsibility squarely upon the driver to protect himself might have the desired effect. The railway company is the "goat" in a large percentage of such accidents; so I would use the crossing watchman to protect pedestrians and let the motor car drivers look out for the trains.

There is only one way for the train to go, while there are several ways for the motor car drivers to go and to stop. It is time for the public to equip itself for



H. R. Beatty

safety, since the railroads are now doing all they can.

The point right now is to improve the people, not necessarily the crossings. I have to pass a grade crossing about 7 a. m. every day on my way to the office, and you can bet I have studied out which way the train is coming, so that I can use caution at that crossing. In one case I recall, an electric railroad improved a crossing by moving it out of a cut into the open, and right soon after that some people who had been using the crossing a long time proceeded to get hit.

Since my original suggestion is not likely to be adopted, I would suggest, under present conditions, that all motor car drivers be taught to change gears at grade crossings, so that they will not "kill" their motors when on the track.

A Timely and Necessary Campaign

CHARLES P. MANSHIP, *editor, The State Times, Baton Rouge, La.*: Perhaps the best

statement from Mr. Manship would be to quote the editorial which he wrote for his paper and published June 9. It follows:



C. P. Manship

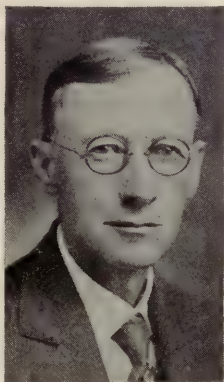
"The railroads of the country have put on a campaign calling the attention of the American people to the need and necessity for more care in the crossing of railway tracks. Such a campaign is timely

and necessary. It should be heeded. It should save human life.

"There has been an appalling increase in the number of railway grade-crossing accidents; even in Baton Rouge the tragedy and horror of it have been brought home to us all too frequently. Less than a year ago, below the city, three negroes were killed trying to beat a railway train over the crossing, and only two weeks ago, just a few miles north of the city, a little boy was killed and his mother and father seriously injured by careless driving over the crossing of the Y. & M. V. road.

"It takes two to prevent accidents. No matter how many safety devices the railroads have, as long as the railway grade crossings are there accidents are possible.

"The increase we have witnessed has been



E. H. Porter

due to the automobile and the temptation which apparently comes to many with automobile driving to try to beat the train across the track. The records show that during 1920 there were 1,907 people killed and 5,077 injured in grade-crossing accidents. Sixty-seven per cent of the accidents were in automobiles. During the year there were more than 3,000 automobiles struck by trains, making, during every day of the year, eight automobiles hit, four persons killed and 11 persons injured.

"This should be changed. It will be changed if the automobile driver is careful.

"'Stop, Look and Listen' is the slogan the railroads are sending out. It should be followed. If followed the number of accidents will be reduced almost to the vanishing point.

"There is nothing to be gained by beating a railway train over a crossing, and there is everything to be lost, including life, if the attempt is not successful.

"'Stop, Look and Listen' when you reach a railway crossing. A second of care may save your life, and the lives of all in your party."

Would Teach Drivers the Rules

I. M. CAUSEY, retail dealer and president, Kiwanis Club, Baton Rouge, La.: I think it would be helpful if the manufacturers of automobiles would issue booklets giving the dangers of reckless driving, and if these booklets were placed in the hands of all automobile buyers. In that way, the information would come into a man's hand at a time when he is greatly interested in the handling of his car, and it would no doubt make a lasting impression upon him. These booklets could be in the nature of a code of instructions on automobile driving, but in them the peril of reckless driving over railway tracks could be forcibly emphasized.

I think, further, that every automobile driver ought to be required by law to keep in his car a set of traffic regulations and instructions. These also could tell him his plain duty in avoiding accidents at crossings. I believe he



I. M. Causey

would refer to such a book or pamphlet from time to time and be guided by it.

One way to get at the subject would be to put on a safety campaign in the schools. Children could be taught the danger of recklessness. That might not do so much good in helping the immediate situation directly, but it would be instilling safety habits in the minds of those who will be driving automobiles in a very few years from now.

No Automobile Driver Immune

T. L. SMALL, manager, Baton Rouge Electric Company, and president, Rotary Club, Baton Rouge, La.: I suggest that there is a great need for education on the exercise of caution at railway crossings. The automobilist must be trained out of the habit of thinking: "It happened to the other fellow because he was foolhardy; it will never happen to me." The fact is that it can happen to anyone who does not exercise the greatest caution.



T. L. Small

The railroads are able to discipline their employes who grow careless, but there is no way of disciplining the careless automobile driver. Some way of disciplining him must be found.

I think every railway crossing should be as fully protected as possible. Where there are blind crossings, warning signs should be placed back along the street or road at least 100 yards. That is what the railroads can do. But after they have done everything they can do, loss of life will continue to result unless drivers can be forced to exercise caution.

Experienced Drivers Are Needed

ALEX GROUCHY, mayor, Baton Rouge, La.: The loss of life resulting from careless automobile driving is appalling. I have often thought that certain experience



Alex Grouchy

should be required by law of all drivers before they are given charge of automobiles. Inexperienced drivers cause a great deal of the loss and suffering.

Above all, the public must be taught to be eternally vigilant at grade crossings. A grade crossing is never safe; at best, it is highly dangerous. Regardless of what the railroad does in trying to prevent crossing accidents, accidents will continue unless drivers of automobiles do their full share, too.

Safety With the School Children

MISS ANNA A. JOHNSON, *county superintendent of schools, Fort Dodge, Iowa*: Naturally the grade-crossing problem is of interest to me, since we have seven consolidated schools in the county and close to fifty motor busses operating every school day to carry the pupils to and from these schools. Since there is an average of sixteen young passengers in a bus load, you can figure the damage that could be done by one serious grade-crossing accident. There are six railroads in the county, but we have been fortunate up to the present in having drivers who look out for the trains.

It is my understanding that all of our consolidated school districts require their drivers to sign contracts covering the matter of safety. A violation of a safety rule in transporting these children would make it possible to break the driver's contract.

We absolutely cannot be too careful. I am in favor of teaching the principles of safety in the schools. At present the teachers discourage the children from walking on the tracks, and it ought to be possible to teach them to observe the rules at grade crossings.

The fact that our consolidated school system, with its motor busses, has been in operation

eight years ought to prove that consolidation is a success and that it is possible to handle motor vehicles over grade crossings year after year without accident.

Would Make Driver Responsible

R. O. GREEN, *secretary of the Commercial Club, Fort Dodge, Iowa*: Compelling every vehicle crossing a railway track to stop absolutely still for a reasonable length of time would eliminate 75 per cent of the grade-crossing accidents, in my opinion. Stating such percentages, however, gives merely an approximation of the idea a man has in regard to the number that could be prevented.



R. O. Green

If the two objects are not permitted to come together, there will be no accident at the crossing. Few seem to realize that a railway train cannot turn out of the way as an automobile can. Running on a track placed along a certain right-of-way, a railway train is required, in order to keep up its schedule, to maintain a certain rate of speed. Drivers of

automobiles are not surrounded by such rules or requirements. Motor vehicle drivers are free agents. When they deliberately run up on railway crossings without making every effort possible to ascertain whether a train is coming, they should be forced to accept the responsibility for the accident which may follow.

If I had the making of the laws, I would make grade crossings safe by placing the responsibility for an accident on the driver of the motor car if it could be shown that he had his vehicle moving at any rate of speed above 10 or 12 miles an hour.

I am not sure that I would make many exceptions to this rule. Even a deaf man generally has his sight and can look to see if a train is coming.

Of course, there are some bad crossings where it is almost impossible to see approaching trains. In such cases I would require the railroad to grade down the embankments so as to improve the view.

One of the worst accidents of the sort I recall, however, happened on a clear track where there was a view of the train for miles. The



Miss Johnson wouldn't break her rule against allowing her photograph to be published, but here, with her regards, is one of the fifty reasons why she favors the "Careful Crossing" campaign.

highway paralleled the track; the driver had his curtains down, and turned to cross the track right in front of the locomotive.

A man, like myself, who does not drive an automobile is often in a better position than the automobile driver to observe what risks are being taken. The general, fatal carelessness of the public is to be seen every day in every city. On most persons the bump of caution seems undeveloped.

I would, if I could, make a law to enforce the "Stop, Look and Listen" rule, and I would make its violation a crime, for the grade-crossing accident is also hazardous to the lives of the passengers on the train. It ties up business and blocks traffic, all of which is reflected back to the public, which has to pay the toll in the increased cost of doing business.

Favors Elimination of Grade Crossings

W. S. KENYON, *judge of the United States Court of Appeals of the Eighth District and former United States Senator from Iowa, Fort Dodge, Iowa*: I certainly wish the railroads success in the campaign to prevent grade-crossing accidents. It all goes back to the question of being careful. Too many are willing to be careless a moment or two and then to regret it a long time. I am glad that the railroads are carrying on this campaign.

I have always been an advocate of the elimination of all grade crossings. The railroads will find it to be a good thing from even a purely financial point of view. It may take a long time and cost a great deal of money, but I believe that it will come eventually.

Be careful—be careful—nothing else; that is nearly a truism, but it is up to every individual to observe it.

Speaking of railroads, I recall that Tom Marshall used to say that the greatest need of the country was a good 5-cent cigar, but after traveling around a while I am inclined to believe that the country's greatest need is more air in Pullman cars.

Force Them to Slow Down and Look

W. L. TANG, *city clerk, Fort Dodge, Iowa*:



W. L. Tang

The prevention of grade-crossing accidents, reduced to its purely physical aspect, lies in making automobilists slow down when approaching railway tracks. Nearly all grade-crossing accidents are caused by motor car drivers having a chance to go too fast when getting near the track.

If the road made a sharp turn on each side of a grade crossing—preferably a double turn, so that the driver could see the track both ways—then the two objects would be accomplished of slowing down the motor car and allowing the driver to see if the track is clear.

Anything that will slow down an automobile and thus give the driver a chance to look and listen and a better chance to stop will help to reduce grade-crossing accidents.

Fort Dodge has been fortunate in not having many fatal grade-crossing accidents. The railroads have proved willing to co-operate in measures of prevention. Very few accidents have happened on the most dangerous crossings, as everybody is looking out for them; the greatest carelessness and most accidents are noted at the supposedly less dangerous crossings.

A Matter for Proper Publicity

J. FLOYD RICH, *assistant cashier, First National Bank, Fort Dodge, Iowa*: The only advertising poster you will find in our bank is the one announcing the "Careful Crossing" campaign. It has a place of honor where every customer can see it. We are glad to co-operate in the movement, since no one particular railroad is affected more than another and the work is for the good of all, and most of all for the good of the public.

The number of motor cars in the county has increased greatly in recent years, and there is more necessity than ever for such a campaign. It is a fine campaign and should have all the prominence possible. The big thing is to get the idea of safety firmly rooted in the minds of the people. Constant publicity may have the desired effect. It takes a bad accident to make the matter most impressive, but I hope that this campaign will accomplish the same results in a better way.



W. S. Kenyon

Don't Block the Game, Urges H. S. Taylor

*Hustling Chief Clerk to General Superintendent W. S. Williams
Preaches and Practices Ambition*

IF you are not working for advancement, resign now, and get out of the way of the others below you—don't block the game. That's the advice of H. S. ("Hodge") Taylor, chief clerk to General Superintendent W. S. Williams at Waterloo, Iowa.

In Mr. Taylor's opinion, the employe who is absolutely satisfied and contented with his position can never advance into the ranks of the officers. It takes that restless spirit and eagerness to accomplish something that is unlooked-for and yet needed, for a man to gain promotions. He who sits back and does only that which he is told cannot have the initiative that is required in the higher positions.

And "Hodge" Taylor's record exemplifies his statements. His every deed is an example of energy and ability. He has always been on the look-out for new things to do and has done them with a thoroughness that is admirable. A review of his service with the Illinois Central shows that.

He entered the service of the company April 25, 1904, as a yard clerk at Carbondale, Ill., after having attended the public schools and the Southern Illinois State Normal School there. At the time he entered the service he was studying stenography, and he continued in that course while he was at work.

Got a Promotion to Pass Clerk

He had been at work but three months when a position as pass clerk in the superintendent's office became vacant. That position offered more stenographic experience than the one he had, and he was anxious to master the typewriter. He made an application and received the position he desired.

Young Taylor was proud of that new position. It was a small increase in salary for him, but above that he appreciated more the fact that opportunities were broadening for him. Here was a chance for him to exercise his fingers on a typewriter, while at the same time the new position was to teach him more about the railway business.

There was no such thing as a definite quitting time for him. He had much work before



H. S. Taylor

him if he were to accomplish all that he would like to. He realized that the more and better work he did, the more benefit it was to him. He was not selfish in his thinking constantly of his own betterment, for his strenuous efforts to turn out the very best work in his ability proved to be more than beneficial to the company. And it was not long before he was really a better man than the position he held called for.

His Experience in Road Work

Nine months passed, and then the supervisor of bridges and buildings needed a clerk. Mr. Taylor saw immediately that some very valuable information could be obtained in that office. As young as he was, he realized the importance of a knowledge of the road work—the foundation of a railway system. He was given that position, a place in the office with the roadmaster and road supervisor.

The experience he gained in that office was

probably more important to him than the experience in any position he has held, he says. It was there that he gained a general knowledge of maintenance of way work. And he went about learning it in such a way that it stuck with him. Problems come up today, he says, that he could not handle so promptly and thoroughly were it not for the experience he had in the supervisor's office.

His next position, which he accepted nine months later, was as clerk to the chief dispatcher. The coal fields made that division the busiest on the system, and that made the chief dispatcher's office busy. That's why young Taylor wanted to be in that office. He worked hard every week day, every night and Sundays.

Six months later he became the assistant car distributor, and in another year Trainmaster George W. Berry made him his clerk. He had been in this position about a year when Mr. Berry was appointed superintendent of the Iowa division at Fort Dodge. Mr. Berry knew what kind of mettle his clerk at Carbondale had in him. On July 17, 1910, he made Mr. Taylor his assistant chief clerk at Fort Dodge.

Originated a New Report

In December of that year, Mr. Berry was promoted, L. A. Downs was made the superintendent at Fort Dodge, and the chief clerk there was promoted to chief clerk to the general superintendent at Chicago. Mr. Downs made Mr. Taylor his chief clerk.

Mr. Taylor made a lasting impression on every man he worked for. He made himself so valuable that they could scarcely get along without him.

Mr. Downs was transferred to Dubuque July 15, 1913, and by September 1 of the same year he had Mr. Taylor there as his chief clerk.

While in this position, Mr. Taylor originated a piece of work that benefited the entire system. He saw how trying it was on the superintendent to sum up the entire business of his division. It took valuable time and caused many gray hairs.

Mr. Taylor planned a monthly report sheet with every item of business on the division properly tabulated. As reports came in, he entered them on the blank sheet, and when the last one came he totaled the whole thing at the bottom. Then he turned the completed report over to the superintendent. With such a report on his desk, the division officer was

able to tell at a glance exactly what his division was doing and had done in the past.

A copy of the report was sent in to the general manager. He was so impressed with it that he sent it out to all the division officers with the request that they compile similar reports each month. Thus Mr. Taylor's work spread over the entire system.

Became Secretary to President

Such a piece of work was sure to attract the attention of the officials at Chicago. The originator of it was undoubtedly a man who was needed higher up in the organization.

About the middle of February, 1915, Mr. Taylor was surprised by a telephone call from the president's office in Chicago asking him to report there for a conference. On his arrival in Chicago, Mr. Kittle asked him if he would consider a position as secretary to President Markham. He was more or less bewildered, he says, but lost no time in accepting the offer. He reported for duty March 1.

Mr. Taylor says that his days with President Markham were pleasant and indeed valuable. He gained further knowledge in operation by being with Mr. Markham on the road. He also had the good fortune of attending Mr. Markham's conferences with the division officers.

August 1, 1917, the general superintendent's office of the Western Lines was opened at Waterloo, and Mr. Taylor was chosen to be the chief clerk.

He continued to prove himself of value to the company by getting out comparative statements that drew things down to a final figure where the officers could tell at a glance the performance of that division without having to go through detailed statements to compile the desired information. Mr. Taylor's reports again attracted the attention of the entire system.

A Good Worker and a Good Fellow

Mr. Taylor keeps a daily record of all phases of operation. He makes the reports himself, so that he will become acquainted with the figures as they come in. The report blanks contain the figures of a normal business for comparisons.

He places much stress on the correspondence of his office and never lets the sun go down on an unanswered letter. He insists that the office force give even more information in short, snappy and to-the-point sentences than

is asked for, to prevent the disgrace of having a letter come back asking for more information.

In his office, Mr. Taylor is stern. He attends strictly to business, but he never misses an opportunity to praise a piece of work by one of his subordinates when it is worthy of

praise. On the other hand, he is just as free in criticising poor work and uncalled-for errors. He has the highest admiration of every employee in his office.

On the street, Mr. Taylor is a mighty good fellow and a thorough gentleman, as all his acquaintances testify.

BIBLE CLASS HAS ILLINOIS CENTRAL GROUP



Young men's class of the Woodlawn Methodist Episcopal Church, Chicago. Illinois Central men in the picture are, reading from left to right: First row: No. 2, C. S. Clark; No. 3, C. H. Mottier; No. 4, R. S. Criswell; No. 12, C. J. Corliss. Second row: No. 8, C. D. Turley. Third row: No. 9, George Walkup; No. 16, W. S. Morehead. Fourth row: No. 2, W. E. Walkup; No. 3, E. R. Word; No. 8, C. M. Bell. Fifth row: No. 3, A. A. Shillander. Sixth row: No. 7, G. E. Heniken. E. T. Howson, leader of the class, is No. 9 in the second row.

Perhaps no other Bible class in Chicago is attended by so many Illinois Central men as the Young Men's Class of the Woodlawn Methodist Episcopal Church, 64th Street and Woodlawn Avenue. This organization of 150 active members is believed to be the largest men's class in Chicago. It is led by E. T. Howson, editor of the *Railway Maintenance Engineer* and of the western edition of the *Railway Age*. C. H. Mottier, office engineer, Chicago terminal improvement, is song leader, and C. M. Bell, assistant engineer, is pianist. C. D. Turley, assistant engineer, Chicago terminal, is the retiring president; C. S. Clark, assistant engineer, building department, and R. S. Criswell, mechanical department, each head a committee; and C. J. Corliss, chief clerk, valuation department,

and George Walkup, correspondence clerk, general manager's office, are secretaries. Other Illinois Central men who are active in this class are: H. E. Byrum and E. R. Word, engineer auditor's office; C. M. Said, *Illinois Central Magazine* cartoonist, general manager's office; Arthur Howson and A. B. Johnson, Chicago terminal improvement department; A. A. Shillander, chief engineer's office; E. P. Wright, A. L. Leach, W. D. Peeso and W. J. Swisher, bridge department; E. D. Bullard, building department; W. E. Walkup, traffic department; Oscar Shultz, signal department; G. E. Heniken, formerly assistant engineer, valuation department, and L. D. Clark, valuation department. W. S. Morehead, assistant general storekeeper, is in the group above as a guest of the class,

Give Dinner in Honor of Floyd R. Mays

Citizens of Vicksburg, Miss., Praise System and Superintendent for Fighting Recent High Water

THE friendly spirit which for many years has marked the relations between the Illinois Central System and the business men of Vicksburg, Miss., was evidenced in a dinner given by 210 Vicksburg business men the evening of May 30 in honor of Superintendent Floyd R. Mays, the members of his division staff and other officers of the Illinois Central and Yazoo & Mississippi Valley railroads. The dinner was in appreciation of the flood control work carried on at Vicksburg and other points along the Mississippi River by the railroad's forces during the April floods.

Speeches of appreciation, telling of the work performed by the railroad and the materials furnished, describing the devotion to duty displayed by the railway men of every rank and pledging Vicksburg's unending gratitude, were delivered by Mayor J. J. Hayes, Major Alexander Fitz-Hugh and B. W. Griffith. Major Fitz-Hugh is a business man with large interests on the river-front. Mr. Griffith is president of the First National Bank of Vicksburg. He was chairman of the committee which arranged the dinner, and he served as toastmaster. Responses were made by a number of the railway officers present. As a testimonial of their appreciation for the work carried on under his supervision and his part in it, a watch and fob were presented to Mr. Mays by Ben H. Stein, a member of the arrangements committee, on behalf of the business men of the city.

An Unselfish Tribute

Speakers declared that the occasion was especially noteworthy, in that it was the first time, to their knowledge, that the citizens of a community had ever met to pay their unselfish tribute to a railroad and its representatives for an unselfish public service. It was, indeed, a history-making occasion.

Frequent references were made to President C. H. Markham and the spirit of public service which characterizes the organization of which he is the chief executive. Mr. Markham was prevented from attending by a business engagement which could not be deferred. Toastmaster Griffith read the following telegram to the committee, which explained his absence and pledged



Floyd R. Mays

the 100 per cent co-operation of the Illinois Central System:

From President Markham

"Fully conscious of the unusual character of the dinner to be given to Superintendent Mays and other officers of the Yazoo & Mississippi Valley Railroad Company by the business men of Vicksburg, I have been trying my best to shape my plans so that I could be present to meet the business men of Vicksburg and to tell them how deeply appreciative I am of their kindly feelings toward our company and its officers.

"I regret that my plans have not worked out as I hoped they would. I now find that I must be in New York on Wednesday morning to attend a meeting of the board of directors which could not be deferred. However, the Yazoo & Mississippi Valley Railroad Company will be well represented at the dinner by a number of its general officers and local officers. I feel that this occasion will serve further to cement the friendship which has always

existed between our company and the business men of Vicksburg.

"The company's friendship for Vicksburg has been fully demonstrated, not only by the recent fight against high water but also by the large payroll which it has maintained in Vicksburg for many years and by other ways which I will not attempt to enumerate. We are anxious to work with the business interests of Vicksburg for the advancement of your city. We believe that you business men can do a great deal to help Vicksburg and Mississippi by building the right kind of foundation of confidence which will attract and encourage the investment of foreign capital. Any movement for the advancement of Vicksburg and Mississippi which may be made will receive 100 per cent co-operation from us.

"The thought I should like to leave with the business men of Vicksburg is this: Let us not only be good friends in the future, but be more active in promoting one another's best interests."

At the conclusion of the dinner a toast was given Mr. Markham, to which the business men responded heartily.

A Spirit of Good Feeling

The dinner was in the ballroom of the B'Nai Brith Club, which had been handsomely decorated and converted into a banquet hall seating

250 men. At the rear of the speakers' table was the stage; before the dinner began the room was darkened and the drop curtain lifted, disclosing a large American flag and, in electric lights, a sign with the letters, "Y. & M. V. R. R."

Toastmaster Griffith struck the keynote of the dinner when he repeated, as a text for the evening, the phrase, "Know one another and you will love one another."

"The welfare of a community is indissolubly linked with the welfare of its railroads," Mr. Griffith said in his opening remarks. "The railroad and the community have common adversities and common prosperities. What helps one helps both, and what hurts one is hurtful to both. The railroads should have the same fair treatment accorded individuals. The community should ever be alive to promoting the interests of the railroad which serves it with transportation. This community of interests, this interdependence, was remarkably demonstrated by the work performed by the Yazoo & Mississippi Valley Railroad during the flood season, and this dinner was arranged as a testimonial of the appreciation which the business men of Vicksburg have for the unselfish efforts put forth by the railroad and its representatives.

"The spirit thus far advanced should go on.



A view of the banquet hall. At the speaker's table, left to right, first row: W. L. Jaquith, agent, Vicksburg; W. B. Ryan, assistant general freight agent, Memphis; J. F. Porterfield, general superintendent of transportation, Chicago; R. V. Fletcher, general solicitor, Chicago; Toastmaster B. W. Griffith, banker, Vicksburg; L. W. Baldwin, vice-president, Chicago; F. R. Mays, superintendent, Vicksburg; F. L. Thompson, chief engineer, Chicago. Second row: Mayor J. J. Hayes, Vicksburg; J. Morgan, foreman, car department, Vicksburg; F. H. Anderson, trainmaster, Vicksburg; Fred Hattic, general yardmaster, Vicksburg; S. F. Lynch, chief clerk to superintendent, Vicksburg; H. R. Davis, assistant engineer, Vicksburg; H. W. Doyle, claim agent, Vicksburg; E. W. Sprague, assistant general claim agent, Memphis; V. V. Boatner, president, Peoria & Pekin Union Railroad, Peoria, Ill.

The community and the railroad should in the future, as in the past, be zealous for the best interests of the other."

"The officers of the Yazoo & Mississippi Valley Railroad have worked closely with our people for a good many years," Mayor Hayes said in his speech, "and there has always been the finest co-operation between us. When the river threatened us we were powerless, and we called upon the Yazoo & Mississippi Valley Railroad, and it came to our rescue. There was never a time when the railway men—officers and employes alike—did not do everything that could have been asked, more than was expected of them from the standpoint of duty, I am sure. If anything was needed, we had only to say the word. In one instance, I recall, a force of several hundred men was at work on the ground, with all the materials needed, fifteen minutes after I had called up Mr. Mays and advised him of the situation."

Kept Trains Moving

Mayor Hayes told how trains were kept moving throughout the period of high water, on both the Vicksburg and New Orleans divisions. At no time was train service completely abandoned. For several days trains were operated through water which stood several feet over the top of the rail, carrying food, supplies and materials to the stricken territory.

"I tell you," the mayor said, "that men who have the courage to carry on work of that sort deserve anything we can give them."

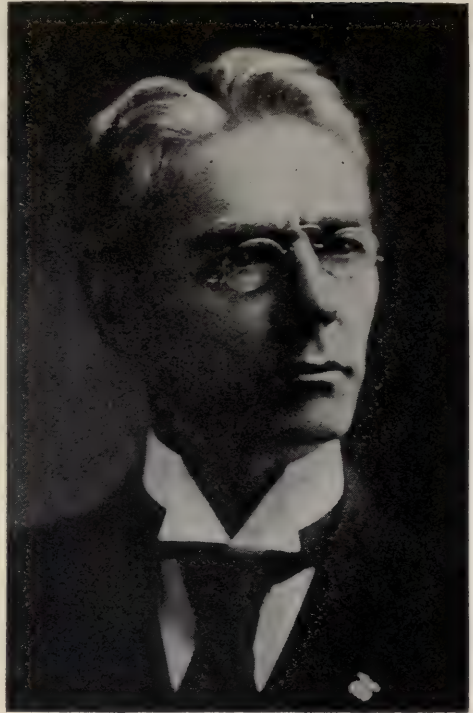
Mr. Hayes spoke of his observations of the work while it was in progress, of the fact that Superintendent Mays, wearing hip boots and wading through the flood waters, spent eighteen hours a day on the job. Other officers and employes were commended.

"Vicksburg people should stand up for the Yazoo & Mississippi Valley Railroad," he said. "I'm going to do it as long as I have breath in my body."

Major Fitz-Hugh gave a summary of the work done by the railroad and urged that the gratitude of Vicksburg citizens to the railroad be demonstrated in a practical way. The following is his address, in part:

Address by Major Fitz-Hugh

"A levee of sacks four feet high and of sufficient thickness and base to withstand flood water was constructed from Glass Bayou on the north down to the corner of Clay and Levee streets, and from the intersection of Clay and Depot streets down to Kleinston, or the lower landing. After citizens had objected



B. W. Griffith

to the levee adjacent to the passenger station, alleging that they were damaged by seep water, the company opened it up and the street was flooded. When these citizens were convinced that their property could be protected by the levee, and the street kept open for business and railway traffic, the levee was reconstructed and the water pumped out of the street, so that it was dry except for a slight seepage.

Men Displayed Initiative

"The forces of the company were freely given to aid the great lumber interests along the river front, to protect the compress containing a million dollars' worth of cotton, and to aid and assist the wholesale interests in protecting their large stocks. Sacks, lumber and other materials were furnished by the company for this purpose.

"The striking feature of the service of the company was the extent to which the whole force seemed to be impressed with the idea of the duty and of the opportunity to serve the public to the utmost, under trying conditions. When Mr. Mays was asked to do something to help any particular industry, he did not say that he would have to get authority from Colonel Egan. In the midst of his many

official duties, when his chief clerk, Mr. Lynch, was appealed to, he did not say that he would have to get authority from Mr. Mays. When Mr. Brown, the roadmaster, or Mr. Haddic, the yardmaster, or Mr. Roberts, the efficient storekeeper, were asked for help, it was freely given without having to wait for the authority higher up to grant permission. This spirit was strikingly displayed by the yard crew and switchmen, who in rain and water performed services that were often extraordinary and not contemplated in their regular line of duty.

"A fine young man, Jack Penalva—who, by the way, had his first position as a boy in my office—lost a leg in line of duty switching cars in the water at night.

"The policy which Mr. Markham has sought to put into effect on the lines of the Illinois Central System reasonably to decentralize authority and enable the local man on the ground, who is familiar with local conditions, to handle the situation was splendidly demonstrated.

"Next to agriculture, transportation is the most essential industry to mankind. His progress, his pleasures, his happiness, his very existence depend upon transportation. The his-

tory of civilization from the time of the Phoenicians up to our own day is largely the history of transportation—transportation of matter and materials by railroads, ships, motor and air craft, transportation of sound by the telephone, telegraph and radio, and transportation of the great forces of nature through wires that transmit the power of great hydro-electric plants.

Playing Fair With the Railroad

"Let us ask ourselves the question: What is a railroad? A railroad is an institution for the construction and maintenance of which some of the people furnish the money, and which some of the people are employed to manage and operate, in order that a much greater number of the people may be furnished with the great service of transportation.

"What does the Yazoo & Mississippi Valley Railroad mean to Vicksburg? It has 1,100 employes here, including 800 heads of families, and furnishes support to 5,300 persons. To these 1,100 persons are paid \$2,000,000 annually in wages and salaries. The Yazoo & Mississippi Valley Railroad pays over 10 per cent of the total taxes of Warren County, or about \$51,000, and over 5 per cent of the total taxes collected by the city, or about \$17,000. The tax which the county retains for county expenses amounts to about \$33,000, or about sufficient to pay the annual interest on the \$600,000 bonds recently authorized and sold to construct good roads which will partly compete with the railroads.

"This splendid entertainment in this beautiful club in which so large a number of our citizens have joined together to express appreciation to Mr. Mays and to other officials of the company is a fit and proper recognition of what the company and its officers and employes have done. I wish to ask you, however, whether our appreciation should end with this. Should it not go farther, and should we not see to it, so far as our influence goes, that the railroad gets fair treatment from the people and from the institutions of the people?

This Is Practical Appreciation

"What will be our attitude in the future to men seeking public office who try to impose upon the ignorance and prejudice of the masses through unjust, unwarranted and inaccurate statements about the railroads?

"What shall be our attitude toward the lawyer who seeks to prey upon the ignorance



Major Alexander Fitz-Hugh

and prejudice of the juror by making improper, unjust, untrue statements about the railway companies? Are you going to complain about unjust verdicts against the railroads in damage suits and then seek to evade jury duty when you are summoned? In making this statement I do not mean to suggest that I do not believe that a citizen has a perfect right to go to the courts in order to obtain the damages he feels he is justly entitled to, when he is unable to effect settlement with the railway company. I have served on railway cases and have rendered verdicts against the railroad.

"What is going to be the attitude of the laboring man and other employes of the company—and I wish more of them were present to hear what I have to say—when the labor agitator from some far-off city or state, who is unfamiliar with the local conditions and unacquainted with the pleasant relations existing between the company and its employes of such long standing, comes to disturb these pleasant relations and to seek to put into effect working conditions that are uneconomic and onerous to the company? Whatever harms or retards the company harms or retards its employes, who in this community constitute over 30 per cent of the population, and who to that extent are an important part of the public.

One Conscience for All

"We cannot have one conscience for the individual, and another conscience for the railroad. The railroad, although a corporation, is in a sense an association of individuals. It is a fundamental principle of law that the corporation is entitled to enjoy all the rights and privileges of the individual, so long as the acts of the corporation are consistent with the purpose for which it was formed.

"There will be the dawn of a new day in our community, and in our state, if there will be a just and fair treatment of corporations and a recognition of the fact that their best interests and the best interests of the people are mutual. When this comes, I believe the waste places of the state will become fertile, the education and intelligence of the people will be advanced and their happiness and prosperity promoted."

Farmers Express Their Thanks

Representatives of the territory to the north of Vicksburg, on the Vicksburg division, of which T. L. Dubbs is superintendent, were present and told of the appreciation of their communities for the flood control work carried

Kept on the Job

A number of the members of Superintendent Mays' staff were unable to attend the testimonial dinner given in their honor May 30 at Vicksburg. The fill at Big Black, nineteen miles south of Vicksburg, began settling as the water receded, and on May 28 all traffic was halted over that portion of the main line. Crews worked day and night to put the line in shape, and on June 4 traffic was resumed, but on the night of May 30 Roadmaster E. W. Brown, Supervisor J. W. Harper and others were on duty nearly twenty miles from where Vicksburg citizens were praising them for their good work.

The Big Black fill is about 1 mile long, from 10 to 40 feet high, and from 12 feet wide at the top to 150 feet wide at the bottom. The water came to within a few feet of the top, and when the river began falling it fell at the rate of about a foot a day. The fill had been thoroughly soaked by the high water, and with the recession of the flood it began sliding and settling. More than 1,000 cars of dirt were used in reclaiming the embankment.

on. Dr. R. P. Crump of Nitta Yuma, Miss., was to have been on the program, but he could not be present and sent a telegram which was read, praising the work of the railroad and its representatives. Henry Kline of Anguilla, Miss., spoke for his community, and in conclusion declared that he and the other farmers of that section were going to raise all the cotton they could this year for the railroad to haul. The Rev. E. J. O'Neill of Rolling Fork, Miss., substituted on the program for J. B. Sinai of that community, telling of how grateful Rolling Fork citizens were to the railroad for its timely assistance. T. H. Powers of Cary, Miss., chairman of the board of supervisors of Sharkey County, expressed the appreciation of his community.

How Affair Was Organized

In presenting the watch and fob to Mr. Mays, Mr. Stein spoke as follows:

"I do claim considerable responsibility for this affair, and, while I have not had all to do with it, I feel very much honored that it has been the means of our getting together in this beautiful place. To tell you the truth about it, I was standing on the corner, near one of our prominent banks, in the portals of which I am constantly going with requests, and I just remarked that it appeared to me that we ought to get up a little testimonial of appreciation to

Floyd Mays. This remark was made by me to another fellow who loves Vicksburg just as I do, and we began to frame up a little dinner party in our own minds, when along came a couple of other fellows who also love Vicksburg, and we then began to realize that the plans we were talking about were not nearly big enough to indicate what we considered the proper appreciation for the most valuable services we have had rendered us here as a community for many years; so we then began to look farther ahead, and as we worked the idea grew and grew on us until now you see a part of the result.

"We have with us tonight more than 200 of the flower of Vicksburg's business interests; they are gathered here from every line of business known to our community, and they are here with one mind alone—to express by their presence and their words their hearty appreciation for the valuable services rendered to them, to their community and to the people in the overflowed area in their trade territory by the superintendent of the Yazoo & Mississippi Valley Railroad Company—Mr. Floyd R. Mays—his superior officers and the men under him.

A Rather Unusual Situation

"Vicksburg is especially fortunate in many ways. Among its most fortunate happenings is the fact that Floyd R. Mays is a citizen of this town and has its interests at heart the same as you and I have. He has shown it many, many times before, but never has he been put to such a task as he has in handling the complex situation which has confronted everybody during this 1922 high water.

"It is especially gratifying to the committee in charge of this affair that its chairman, Mr. B. W. Griffith, its other members, Mr. Neil Callahan, Mr. Lindsay McGee, Mr. John Hennessey and myself, have had a hand in the making of this evening. Here you will find a bunch of men bent upon the one idea, of giving this corporation something almost unheard of in the annals of the business community. Usually they invite these fellows and get them together for the purpose of asking something of them. We might have had that idea in mind ourselves, but we have felt that we are for the railway company; that they know what Vicksburg means; that they know that Vicksburg needs them; that they need Vicksburg, and that whatever is necessary for the development of their interests and our interests they are going to do, without our having to go to them with appeals of various kinds through



Ben Stein

trade organizations and otherwise in order to get what we rightfully deserve.

"It does me good to be able to honor a man like Floyd Mays. He came to us some twenty-odd years ago, a mere boy working in the shops of the Yazoo & Mississippi Valley Railroad, and he has worked himself up from the very bottom to the very high and important office he now holds, and in which office he is given rein to exercise authority by his superior officers, for they have confidence in his ability as a railway official and honest integrity as a man.

Presented Watch and Fob

"We are especially gratified to have with us so many of the officers of the Illinois Central and Yazoo & Mississippi Valley railroads. We want them to know how we feel toward them and in what esteem their loyal superintendent is held by the citizens of this community. Some of these days, fellows, we are going to hear that our genial friend and wonderful co-worker, Colonel Egan, is going to be made a bigger man than he is today, and so is Floyd Mays; and all we ask is that, when Floyd Mays is made president of a railroad, just as our good friend Vic Boatner has been, they will let him have his office in Vicksburg, for we want to keep him here with us.

"And now, Floyd, I have a word or two to

say to you on the part of this assembled audience which is somewhat personal. When we told them we were going to give a dinner to you and your officials, we also told them we wanted just enough to give you a slight token that you could keep. This token can in no measure express to you the full sentiments that are in our hearts, but we want you to have it, coming from the citizens of your home town, with every bit of love and affection and appreciation that I might express to you, for we realize in you, Floyd, the qualities of the man you are, and I earnestly hope that you will always remember that in the hearts of your community you have an abiding place.

"I take pleasure in presenting to you, on the part of the citizens of Vicksburg, this watch and fob."

Superintendent Mays' Response

When Superintendent Mays arose to express his appreciation of the gift, he was given a rousing cheer. He said:

"Certainly no achievement of mine has merited the honors which you have bestowed upon me this evening. If I have done anything which merits your commendation, believe me, it was only in the line of my duty to the community in which I live.

"To be of service to you is my utmost am-

bition, and I bless the fates which cast my lot among such as you. Words are useless to me on such an occasion as this, and my best response can only be, I thank you."

The representatives of the Illinois Central from out of town who were present at the dinner included: L. W. Baldwin, vice-president; Judge R. V. Fletcher, general solicitor; F. L. Thompson, chief engineer; A. F. Blaess, engineer, maintenance of way; J. F. Porterfield, general superintendent of transportation, and George M. Crowson, editor, *Illinois Central Magazine*, all of Chicago; Colonel A. H. Egan, general superintendent; E. W. Sprague, assistant general claim agent, and W. B. Ryan, assistant general freight agent, all of Memphis.

In addition to Mr. Mays, the following members of the division staff were present: S. F. Lynch, chief clerk; F. H. Anderson, trainmaster; Fred Hattie, general yardmaster; H. R. Davis, assistant engineer; T. C. Carter, general foreman; J. Morgan, foreman, car department; C. S. Roberts, storekeeper; Henry Fletcher, traveling engineer; H. W. Doyle, claim agent, and W. L. Jaquith, freight agent.

Talks were made by Vice-President Baldwin, General Solicitor Fletcher, Colonel Egan and Mr. Crowson.

Vicksburg Division Service During Flood

Residents of the Delta country above Vicksburg, Miss., came to have a new appreciation of what the Illinois Central System means to them when they were threatened with the recent flood waters. Men and materials were furnished for the work of protecting the levees, homeless families were furnished box cars as temporary homes, rapid transportation was furnished for the handling of materials to needed points, and officers and employes generally entered into the spirit of the work in a way which won unstinted praise for the Vicksburg division.

Perhaps the most noteworthy accomplishment of the flood period was that, in spite of the fact that at one time twenty-two miles of main line track on the Cleveland district were under water—with the water thirty-three inches over the top of the rail at the highest point—train service was not discontinued for a single day. Water went over the top of the rail at Smedes and Issaquena, twenty-eight and thirty-four miles above Vicksburg, on April 13. The water

continued to rise until May 5, when twenty-two miles of main line track were under from one to thirty-three inches of flood water. The water fell gradually, and on the morning of May 23 it cleared the top of the rail. Certain trains were discontinued from time to time as track and other conditions required, but throughout the period of high water the Yazoo & Mississippi Valley Railroad continued to operate at least one passenger train and one freight train daily in each direction. These trains carried food, materials and supplies to the stricken district.

During the period of high water the levees were taxed to capacity, and weak places developed from time to time at various points. As a result, the railroad was frequently called upon to perform special train service on from ten to thirty minutes' advance notice. An idea of the volume of this service is shown by the report of Superintendent T. L. Dubbs that the carrying of laborers from one point to another



Flood Scenes on the Vicksburg Division

on the account of the levee board amounted to 381,863 passenger miles.

Several special freight trains were operated from time to time on the Vicksburg and Memphis divisions to handle boats, levee bags, etc. Many shipments of emergency character were transferred from freight cars into baggage cars and handled on passenger trains to expedite their movement.

Newspapers throughout the South commented upon the movement of a special train of twenty-four cars of levee bags from Schenectady, N. Y. to Greenville, Miss., division headquarters, a distance of 1,455 miles, in eighty-nine hours. The train left Schenectady at 2 o'clock on the morning of April 21 and at 7 o'clock on the evening of April 24 it was standing on the team track at Greenville. The sacks were from the army supply base at Schenectady. It is believed that the operation broke the record for the fast handling of a freight train over a similar distance.

Superintendent Dubbs writes that at one time more than 1,600 families were living in box cars furnished by the railroad.

Not all the trouble was encountered on the main line, however. On March 9 the back water from the Yazoo River reached our embankment on the Silver Creek district, and on

March 25 it stood approximately six inches over the top of the rail for a distance of five miles. On March 26 the remaining trains on that district were taken off. On May 29 twelve miles of track were under water, with the water $8\frac{1}{2}$ feet deep in the deepest place. At one time eighteen miles were under water, the greatest depth over the rail being $13\frac{1}{2}$ feet. Train service was not resumed on the Silver Creek district until in June.

Superintendent Dubbs, in a letter to the *Illinois Central Magazine* under date of May 29, said:

"The spirit of co-operation which existed between government officials and employes, levee board officials and employes, railway officers and employes and the general public was one of such complete harmony that it has frequently been said that no better results could have been obtained if all these bodies had been consolidated and operated as one unit."

That the residents of the Delta country, the representatives of the government and the officers of the levee board appreciated the part played by the railroad in the fight against the floods is demonstrated by the numerous letters received by the management. The Vicksburg division can truly be said to have won the thanks of the Delta country.

Movie Show Tried Out on Our Train No. 3

Passenger Department Joins in Experiment to Give New Pleasure to Patrons of the Illinois Central

MOTION pictures on a moving Illinois Central train were demonstrated—purely as an experiment—for the first time on June 7. No. 3, out of Chicago that evening, has the distinction of being that train. The pictures were shown in the diner after all meals had been served.

Few, if any, of the passengers on No. 3 that day knew what a treat was in store for them, but the crew knew, and all the trainmen were more than eager for the performance to begin.

It was nearly 9 p. m. before the last passenger left the diner, and that coach was to be taken off the train about 10 o'clock at Mattoon. That left only one hour to clear the diner of its dishes and tables and to transform it into a theater. Immediately after the last passenger had finished his meal and left the car, the work of transformation began.

J. W. Stevenson, assistant general passenger agent, R. B. Gray, advertising agent, and E. H.

Baker, supervisor of passenger service employes, who were overseeing the demonstration, pitched right into the work with the rest. The waiters carried the dirty dishes to the kitchen, the steward put the soiled linen out of sight, and the others interested in the show took down the tables. The chairs were placed facing forward and four across the car, with a narrow aisle down the center. A small white curtain was hung at the front end, and two portable motion picture machines were set up at the rear. By 9:15 o'clock, the diner really resembled a "movie" house.

The passengers were pleasantly surprised when a porter calmly stepped into their cars and announced: "Harold Lloyd, in a three-reel comedy, 'Now or Never,' is being shown in the diner, at the rear. Admission is free."

There were a lot of "movie" fans on the train that night. Every seat in the diner was taken, and many stood in the aisle.

Before the machines started clicking, the



Making a Theater Out of a Dining Car

diner was given a more complete theatrical atmosphere by shouts of "We want music!" from some of the restless ones. The noisy person who tries to force almost every show to begin by banging his calloused hands together was also there.

Then there was a click, and the diner was in darkness. That brought forth a round of applause. Another click, a whir, a series of many little clicks, and the "movies" were on. The audience was in an uproar, but the picture soon became so interesting that all else was forgotten.

A few minutes before Mattoon was reached, Harold Lloyd had gone through three reels of pleasing antics. When the last click had died away, the audience burst forth in applause. The lights came on as expectedly as in any "movie" house, and the passengers walked leisurely to their berths.

One girl with bobbed hair, painted cheeks and lips, a wad of chewing gum that kept her jaws busy, short skirt, rolled hose and low-

heel shoes (we've often heard the type called "flapper") was heard to remark about the idea of having "movies" on a train: "I think that's cute." And an Illinois Central employe at the other end of the car said: "I've been railroadin' thirty-five years, and I never expected to see 'movies' on a train."

Everyone agreed that the demonstration was a complete success as regards the possibility of showing motion pictures on a moving train. The screen was fastened so that it carried the motion of the car, as were the projection machines. The audience, of course, had the same motion.

The picture was small, about 3 by 4 feet, but very distinct. The light was obtained from the generator of the car.

A report on the experiment has been made to the management for consideration in connection with a proposal to work out a schedule of offering motion picture entertainments regularly to patrons on through passenger trains.

AMERICAN RAILWAY EXPERTS IN ROME, ITALY



An American party at the Ninth Congress of the International Railway Association at Rome, Italy, April 18 to 28. Left to right, front row: Eugene L. Sullivan (Worthington Pump & Machinery Corporation); Samuel O. Dunn (editor of the *Railway Age*); L. A. Downs (vice-president, Central of Georgia); A. S. Baldwin (vice-president, Illinois Central); J. E. Fairbanks (general secretary, A. R. A.); F. K. Vial (American Association of Chilled Wheel Manufacturers); Ernest Lloyd (American Locomotive Company); Miss Pattison; Hugh Pattison (electrical engineer, Illinois Central). Second row, left to right: Count Coruini; Captain Priviteau (Regan Safety Devices Company); Dr. D. Z. Dunott (chemical, medical and surgical section, A. R. A.); D. F. Crawford (delegate of United States State Department); F. A. Poor (president, P. & M. Company); Mrs. Downs; Mrs. Fairbanks; Colonel L. P. Winby (P. & M. Company). Third row, left to right: Mr. Werlich (American Locomotive Company); W. F. Drysdale (Worthington Pump & Machinery Corporation); Miss Tollerton; Mrs. Drysdale; Donald Rose (European traffic manager, Illinois Central). Fourth row, left to right: L. G. Culleton (Worthington Pump & Machinery Corporation); Mrs. Baldwin; Mrs. Dunott; Mrs. Tollerton. Fifth row, left to right: Mrs. Dunn; W. J. Tollerton (chief mechanical superintendent, C. R. I. & P.).—Photograph by courtesy of *The Railway Age*.

Roswell B. Mason, Illinois Central Builder

First Chief Engineer and General Superintendent Was Foremost in His Line in the Early Days

By C. J. CORLISS,

Chief Clerk, Valuation Department, Chicago

COLONEL ROSWELL B. MASON, first chief engineer and general superintendent of the Illinois Central Railroad, and mayor of Chicago at the time of the great fire, was one of the foremost railway builders of the 19th century.

Colonel Mason's earliest ancestor in this country was a member of Cromwell's famous "Dragoons" who emigrated from England and settled in Massachusetts in 1649. His grandfather was a soldier of the American Revolution, and his father was an officer in the War of 1812. Colonel Mason was born on a farm at New Hartford, Oneida County, New York, on September 19, 1805. After leaving the rural district school he attended an academy at New Hartford two winters and studied mathematics and surveying two years at Utica. During his vacation periods he was employed as a rodman on the construction of the Erie Canal.

A Builder of Canals and Railroads

In the spring of 1824 Mason went to Pennsylvania as assistant engineer on the Schuylkill Canal, and later that year ran a survey and prepared maps and estimates for a canal from Lake Champlain to the St. Lawrence River. From 1825 to 1831 he was employed as assistant engineer successively on the Morris Canal, the Delaware and Raritan Canal and the Mauch Chunk Canal. In the spring of 1831 he became principal assistant engineer of the Pennsylvania Canal, and the following year superintendent of a section of the Morris Canal, and then superintendent of the Mauch Chunk Canal, which office he held until the fall of 1836.

The age of railroads was then beginning to dawn, and Colonel Mason turned his attention to this new and promising field of engineering. During the winter of 1836-37 he made a survey for the Housatonic Railroad, and the following spring became chief constructing engineer of that project. The Housatonic road extended from Bridgeport, Conn., to Stockbridge, Mass., and was one of the largest of the early railroads of our country. On the completion of the road he was made general superintendent of operation. He served in that capacity and



Roswell B. Mason

resided at Bridgeport until the spring of 1848, when he was appointed chief engineer of construction of the New York & New Haven Railroad; and when that road was completed in the fall of 1849 he became its general superintendent. During 1847 he was also consulting engineer for the Naugatuck Railroad project, and in 1849-50 he had charge of the construction of the Vermont Valley Railroad.

Building Our Charter Lines

As an engineer and railway executive Colonel Mason then stood in the front rank, and when the great Illinois Central Railroad was projected in the spring of 1851 he was immediately offered the post of chief engineer of construction. This offer was accepted on March 22, 1851, and he entered at once upon the selection of his assistants and the making of preparations for his journey to what was then considered this "far Western country." A corps of seventy young engineers was carefully recruited in New York and New England, and on the 14th of May the chief and his party left New York for Chicago, where they arrived after five days' journey, and the location and construction of "the longest and finest railroad in the world" was soon under way.

The route extended from Cairo to Dunleith, opposite Dubuque, with a branch from near

Centralia to Chicago, a total distance of 705.5 miles. The largest railroad in the country at that time was the New York & Erie, 301 miles in length, and the building of the "Central" was looked upon in that early day of railway development much as we looked a few years ago upon the construction of the Panama Canal or the Trans-Siberian Railway. It was a colossal undertaking, and during the five years which followed Colonel Mason's ability as a railroad builder was tested to the utmost.

How well Colonel Mason fulfilled his great trust the records of the company, the newspaper files of the period and the road itself bear ample evidence. "The substantial, durable and highly satisfactory character of the work under Colonel Mason's direction" was the subject of a special report of Directors Sturgis, Neal, Wiley, Ketchum and Burrall upon the completion of their tour of inspection in the fall of 1853.

The correctness of their observations was confirmed sixty-three years later by Ex-President Stuyvesant Fish, who wrote President Markham in 1916: "It is due to Mr. R. B. Mason and others in the engineering department that I should say to you that I have no recollection of ever having heard of a failure of a bridge on the Illinois Central resulting in the loss of a human life. A good many bridges were in my day carried out by freshets, but I do not think one ever failed under traffic."

Had Almost Complete Authority

With President Schuyler in New York, Colonel Mason was given almost complete authority over the entire project, from the selection of the route to the location of towns and the disbursement of millions of dollars for labor, materials and supplies. And on many occasions, notably before the city councils of Chicago and Galena, he proved a more skillful negotiator than the company's best attorneys. It is due largely to his efforts that the Illinois Central occupies its splendid and unique location on the lake front at Chicago. At Galena he went before a hostile council and amicably adjusted a controversy of long standing after the company's best legal talent had failed. General Solicitor Brayman wrote President Schuyler on that occasion: "That energy of character, tempered with mildness; and thorough knowledge, adorned and half-concealed by unaffected modesty, which so strikingly characterize the acts and intercourse of Colonel Mason, fit him for such a difficult task as this, and he has finished it under cir-

cumstances likely to have defeated most others."

On March 16, 1853, in addition to his other duties, Colonel Mason was made general superintendent of transportation, and in March, 1855, additional executive powers were granted him in Illinois.

An Anecdote of His Career

A characteristic anecdote of the colonel's care and firmness as a railway manager has been preserved. One train had been directed to wait on a side track until another had passed safely by. "How long must I wait?" inquired the impatient conductor. "Wait till your wheels rust off," was the colonel's reply.

On September 27, 1856, the last rail of the charter lines was laid. Colonel Mason tendered his resignation shortly afterward, and it was reluctantly accepted. During the three years which followed he was engaged as a contractor on the construction of the Dubuque & Pacific, the Minneapolis & Cedar Valley and other roads in Iowa and Wisconsin, and in 1860 he became superintendent of the Chicago & Alton and receiver for the Logansport & Peoria Railroad. In the fall of 1861 he returned to the Illinois Central as comptroller of the land department, which office he held until August, 1867, when he became chief engineer on the construction of the Dunleith and



C. J. Corliss

Dubuque bridge. This was completed in December, 1868, and for the next several months he was engaged by the State of Illinois on lowering the summit of the Illinois & Michigan Canal.

In the meantime a political upheaval was taking place in Chicago. Public spirited citizens, aroused over the corruption, extravagance and inefficiency of the city government under the notorious "Hickey Ring," organized the Citizens' Party for Municipal Reforms, and sought as a candidate for mayor "a clean, capable, and courageous business executive who could neither be bought nor sold." They found such a man in Colonel Mason. A strenuous campaign was waged in his behalf, and in the election which followed he received a plurality of 12,000 votes over his principal opponent. On November 2, 1869, he took the oath of office and became thirtieth mayor of Chicago.

A Great Mayor of Chicago

Mayor Mason administered the affairs of the city in a highly efficient manner, enforced the city ordinances without fear or favor, and turned a deaf ear upon every faction or influence which sought to swerve him from his sworn duty. He was truly a mayor of the people and for the people; and, fortunately, his administration occurred at a time when his distinguished ability as an engineer and an executive was most sorely needed. The great fire occurred during the closing days of his term, and it is due to his skillful handling of the situation that portions of the city were saved from destruction and untold suffering and loss of life was prevented. His residence stood for many years at the southwest corner of Michigan Avenue and Twelfth Street, opposite the present Illinois Central station, and for several days following the fire it was a beehive of activity as the temporary headquarters of the city government.

On November 7, 1871, Mayor Mason was succeeded by Joseph Medill, editor and publisher of the Chicago Tribune, and for the first time in his life he decided upon a temporary respite from his labors. That winter he and Mrs. Mason sojourned in Southern California, and the following summer they toured Europe with a party of distinguished Americans. Upon returning to Chicago the colonel established an office as consulting engineer at 94 Washington Street, and that was his headquarters for the balance of his life. His habits were always simple and temperate, and his days were

prolonged with remarkable vigor beyond most of his contemporaries. When past 80 years of age he was active as president of the Chicago South Branch Dock Company, and his opinions on engineering questions were constantly being sought and safely relied upon.

He Was a Noted Churchman

Colonel Mason was for many years an elder in the Fourth Presbyterian Church, and was one of the incorporators and a life-long director of the Presbyterian Theological Seminary of the Northwest. In 1872 he became president of the Western Presbyterian Publishing Company, and from 1873 to 1883 he was one of the trustees of the Illinois Industrial University. He died at his new home at 27 Delaware Place on January 1, 1892, at the age of 86, and his remains now rest in Rosehill Cemetery in this city. One of his sons was killed on the Rock River Bridge at Rockford, Ill., in 1855. Another son, Edward Gay Mason, was a distinguished lawyer and historian and was for many years president of the Chicago Historical Society. Another son, Henry B. Mason, and at least three grandsons are now honored members of the Chicago Bar; and another grandson, Julian Mason, formerly editor of the Chicago *Evening Post*, is now editor of the New York *Tribune*.

HAVE YOU EVER THOUGHT

If nature has given you a little temper, be careful not to lose it.

Life is a burden to those only who have nothing to carry.

Bachelors speak of marriage contemptuously—married men do not mention it.

Failure exists only when it is recognized.

If you wait for things to turn up, you're sure to be turned down.

You don't have to go to the back door if you really have something worth delivering.

Even the stingiest man sometimes gives himself away.

It's better not to jump at a conclusion until you can see it.

The interest on borrowed trouble is generally usurious.

The foolishlest fool is the fool who fools himself into thinking he is fooling others.—

V. T.

A MOTTO

The man who will do as much today as he is going to do tomorrow will get things done.

Honored for Good Work in Saving of Fuel

As a reward for unusual interest in fuel-saving during the last year, two enginemen from each of the grand divisions attended the International Railway Fuel Association meeting at Chicago May 22 to 25 at the company's expense. In addition, each one was given free membership in the railway fuel association for the year.

The enginemen who carried on the good work of fuel-saving to their fellow employes on the Northern, Western and Southern lines and the Yazoo & Mississippi Valley are: Northern Lines, Frank Gallagher, engineer, Clinton, Ill.; J. E. Beasley, fireman, Carbondale, Ill. Western Lines, A. G. Haines, engineer, Fort Dodge, Iowa; E. R. Fortsch, fireman, Waterloo, Iowa; Southern Lines, S. J. Rice, engineer, Memphis, Tenn.; O. F. Montgomery, fireman, McComb, Miss.; Y. & M. V., Elmer Lees, engineer, Natchez, Miss.; J. D. Coffey, fireman, Vicksburg, Miss.

Frank Gallagher entered the service as a

fireman August 30, 1890, and was promoted to engineer October 16, 1895.

J. E. Beasley entered the service as a fireman January 24, 1916, and was promoted to engineer January 11, 1921.

A. G. Haines entered the service as a fireman October 7, 1879, and was promoted to engineer October 16 1885.

E. R. Fortsch entered the service as a fireman January 19, 1910.

S. J. Rice entered the service as a fireman December 11, 1902, and was made an engineer November 10, 1906.

O. F. Montgomery entered the service as a fireman November 25, 1915, entered the United States Army May 24, 1918, and returned to the Illinois Central service May 26, 1919.

Elmer Lees entered the service as an engineer November 2, 1893.

J. D. Coffey entered the service as a fireman June 5, 1918, and was promoted to engineer September 4, 1921.



Frank Gallagher



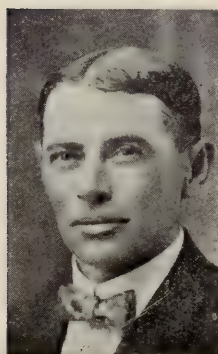
J. E. Beasley



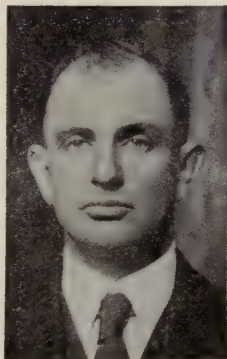
A. G. Haines



E. R. Fortsch



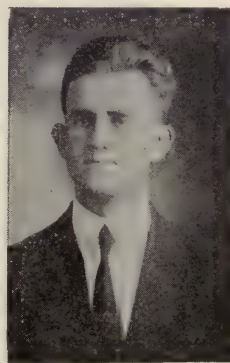
S. J. Rice



O. F. Montgomery



Elmer Lees



J. D. Coffey

The Dollars and Cents Side of a Home

Ownership Brings a Man Thrift, Good Citizenship, Confidence, Loyalty and Business and Social Standing

By W. L. LARSEN,
Chief Accountant, Master Mechanic's Office,
Waterloo, Iowa

EVER since I was old enough to realize some of the hard battles of life that were ahead of me, my first thought was: When I get married I must have a home. I always figured on giving the girl of my choice, who was to share her life with me, just as good a home and place to live in as I took her from. But when I got married and was ready to settle down, my hopes were not realized.

I entered the service of the Illinois Central in 1914, when I was 21 years old. I worked hard and steadily, saved all the pennies I could and had a nice little nest-egg stored away, when in 1917 the World War came. On April 28 of that year, I enlisted in the service of Uncle Sam and worked for him until May 18, 1918.

After Uncle Sam was through with me, I was again given my old position with the "Old Reliable," the Illinois Central Railroad. I was married in February, 1920, just at the time when prices were at their peak. The little nest-egg I had laid away all went to furnish a 3-room apartment, which was the best I could get at that time.

Hoped to Own a Home

We lived in the apartment for one year, and paid \$38 a month rent. I was getting only \$112.50 a month, but my wife worked for some time after we were married to help us get a start, which helped considerably to keep the wolf from the door and to save a little for the future.

All the time we lived in the apartment our motive and ideal was to have a home of our own. We were not contented with being cooped up inside all the time and saving "rent receipts." We always considered money paid to our landlord and the rent receipts that we received in return as poor expenditures. Our friends were nearly all owners of their own homes, and they always tried to persuade us to invest and own our own home. But the venture on this proposition seemed too much of a responsibility.



The Larsen Home

We stood it as long as we could, and in the spring of 1921 various real estate dealers took us out as prospects for buying a home. The more they took us out, the more we desired to buy, but after we talked the matter over, on all of our return trips from looking at homes, we didn't have the nerve to venture on buying, thinking we couldn't handle a proposition of this kind.

Helped by Building and Loan

Finally we found a place, the bungalow we now live in. This was to be our first home; it suited us in all ways, and badly did we want to buy; but, as I said before, we always thought: How can we get the money and can we make our monthly payments? I got busy and counted my pennies, which we found enough to pay the owner his equity, and the balance we carried in the building and loan association. My total loan from the Waterloo Building and Loan Association is \$2,800. On this I pay \$32.67 a month.

Many employees do not understand the proposition as offered by the building and loan association. In my case, of the \$32.67 that I pay each month, \$18.67 pays interest on the \$2,800, and \$14 goes to apply on the principal. On the money that I pay in on the principal, I get a guaranty of 7 per cent interest compounded semi-annually, but the rate of interest generally amounts to more than 7 per cent, as it is based on the prosperity of the company. My accumulated interest every six months is added to the money I am paying on the principal.

In other words, the building and loan association lent me \$2,800 at the rate of 8 per cent interest, while I, in turn, am lending the building and loan association \$2,800 in payments of \$14 a month at a guaranty of 7 per cent interest. If I desire to make larger payments at any time, I am credited with the additional amount I deposit at the same rate of interest I receive on the principal.

By virtue of this proposition, I give the building and loan association credit for the possibility of my owning my own home.

What a Home Owner Has

"Do you own your own home?" Many times have I been asked this question, and I am proud to be able to answer in the affirmative.

Owning one's own home establishes in a man five things: thrift, good citizenship, confidence, loyalty to his community and credit for himself in the business and social world.

Thrift applies to me in the payments that I make on my house, which I consider as a savings account. The more I can pay in on my home each month, I figure, that much more am I saving. Thrift also applies to the upkeep of my place. The better I can make it

look, that much more of an impression upon the public can I make that I am thrifty. The nicer I can keep my lawn and the more shrubbery I can place in it, that much more does my thrift show itself.

By good citizenship, I mean, more attention do I pay to public administration and to help make my city just a little better than the other one, by helping put into office the clean, conservative officer for the benefit of myself and property. I am led to favor the proper upkeep of public roads and property and a clean administration, both as to social conditions and conservation of public funds, funds to which I contribute by payments of taxes.

Home Owning Gives Confidence

By owning my own home and now being satisfied that I have been able to handle my payments upon it, and keep up the other necessary expenses which are incurred in connection with owning a home, without serious difficulties, I have gained confidence in myself to do other things equally as large.

By loyalty to the community I mean: Do unto your neighbor as you would have him do unto you, and always try to establish friendship and good will with him.

My fifth and last point is credit in the business and social world. Credit by business men is a mighty nice thing to have in your home community, and this can be obtained much more easily if the business man knows you are a resident of the home town and a taxpayer. One's social standing in the various social organizations is rated better when they know you own your own home.

However, there are those who argue that renting is more economical than owning your own home. There is a man of my acquaintance who firmly believes in the former. His arguments are as follows: High taxes, loss of interest on investment and decrease in value of property. As a matter of fact, he has paid rent for about nine years and has nothing to show for it. If he had applied this rent money in payments on a home, he could have had it paid for by now, and the money he is paying in rent at the present time could be applied on improvements on his home and in a savings account.



The Larsen Family

If you have a man working for you who is not fired with enthusiasm and you cannot fire him with enthusiasm, then promptly fire him with enthusiasm.—*Exchange*.

Uses His Head in Jackson, Miss., Yard

R. W. Hardin Finds That System and Efficient Co-Workers Get Results in True Illinois Central Style

WHEN R. W. Hardin, general yardmaster at Jackson, Miss., first went to work for the Illinois Central System in 1899 as a switchman in the yard at Clinton, J. F. Porterfield, now general superintendent of transportation, was trainmaster at that point. Mr. Porterfield has been in close touch ever since with Mr. Hardin's work, and when he was asked for the key to the latter's success as a yardmaster his answer was:

"System. Hardin uses his head. He is a hard worker, and he gets along well with his men, and both of those things contribute to his success, but the principal thing is that he studies his job, maps out his work and the work of his forces, and goes to it. He isn't much of an advertiser of what he does, but he does things."

And so, when a representative of the *Illinois Central Magazine*, assigned to write a story about General Yardmaster Hardin, went to Jackson, he asked him to explain his system.

Gets on the Job Early

"My system of running the yard is to get on the job early and look the situation over so that when the engine foremen report for work I will be in a position to line them up for the forenoon tour," Mr. Hardin said. "Sometimes I don't see the engine foremen again until lunch time, but I keep a line on the work performed through the switch tabs and yard checks."

"I also believe that when an engine foreman or a clerk does a good day's work or makes a good suggestion he should be told about it and patted on the back. Boquets cost nothing and they are worth a lot. On the other hand, if a man fails in his work I tell him about that, too, and not exactly in bouquet language. In my earlier days I was a Sunday school teacher, but there are times when a Sunday school teacher and a yardmaster are two different persons."

The yard operation problem at Jackson is quite different from that of most other Illinois Central System terminals.

"We do not handle so many cars at Jackson as most other terminals in proportion to the number of engine hours worked," Mr. Hardin



General Yardmaster R. W. Hardin, in the uniform of a Knight Templar.

said. "Jackson is largely an industry and interchange yard. We have more than fifty industries, to say nothing of team tracks and house tracks, including five of the largest oil mills in the state."

"Jackson is not such a small place as some of our people may think. Our station earnings for May, exclusive of passenger business, were more than \$600,000."

Ice 70 Cars at One Spotting

Our icing facilities at Jackson, according to Mr. Hardin, are the most up-to-date on the railroad. The Illinois Central has a \$50,000 ice ramp, and seventy cars can be placed for icing at one spotting. Between April 6 and

the first week in June the Jackson forces initially iced more than 1,600 cars and re-iced more than 2,000 cars. About 150,000 tons of ice were used. Jackson is the distributing point for cars to the vegetable producing territory centering about Crystal Springs and Hazlehurst. In addition to our own lines, cars

are iced at Jackson and distributed for loading to points on connecting lines in that territory.

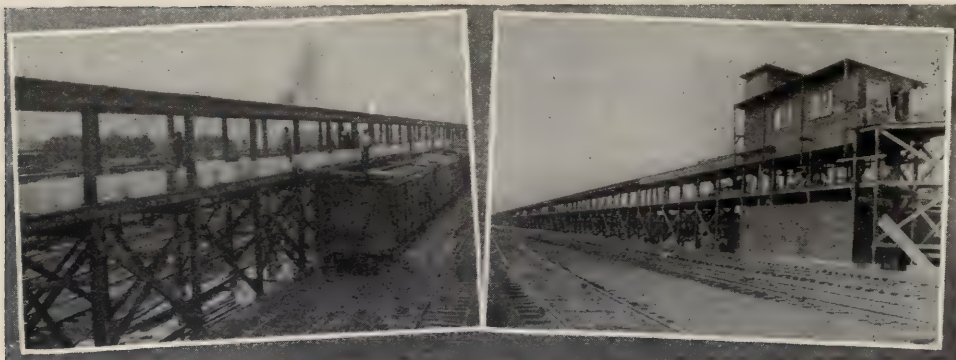
Eight engines are in use in the yard operation at Jackson, two 180-class engines and six of the 400-class, the old "muzzle-loaders." Including a transfer gang of ten men, there are



The day yard clerks and part of the night clerks, Jackson yard. Left to right: L. Agnew, line-up clerk; C. E. Boyington, night interchange clerk; W. P. Cooper, night chief clerk; J. W. Whitley, A. & V. interchange clerk; T. N. Swafford, G. & S. I. interchange clerk; E. E. Hardy, chief clerk; E. J. Weber, day call boy; R. E. Dees, line-up clerk; S. Hester, assistant yardmaster; J. E. Masters, night yardmaster; Mrs. J. Ball, stenographer; R. W. Hardin, general yardmaster.



The day yard men and engine crew, and part of the night crew, Jackson yard. Left to right, standing: R. W. Hardin, general yardmaster; S. Hester, assistant yardmaster; J. E. Masters, night yardmaster; E. A. Fleming, engine foreman; J. R. Foreman, engine foreman; J. E. Henry, engine foreman; L. B. Hill, switchman; W. C. Agnew, engine foreman; Moore, fireman; Frank Duffy, engineer; H. Bowen, engineer; F. Gardner, switchman; D. H. Sims, switchman. Sitting, second row: R. W. McElwee, engine foreman; E. A. Comfort, engineer; M. Berberovich, engine foreman; E. I. Whittington, engineer; L. A. Thompson, engine foreman. Sitting, first row: Arthur Mallett, switchman; Jim Baines, fireman; John Blake, fireman; John Bell, fireman; Simon Stevens, switchman; Aaron Fields, switchman.



Two views of the ice ramp in the yards at Jackson, showing its length and the manner of delivering ice to refrigerator cars.

seventy employes under the jurisdiction of the general yardmaster.

"We have the best night yardmaster, I think, on the railroad," Mr. Hardin said. He is J. E. Masters. "You can see him any time of the night with his hat off and in the game. I always figured Ed Clements at East St. Louis was the best assistant yardmaster of the system, but we have his equal in S. Hester at Jackson."

And again from Mr. Hardin: "Speaking of co-operation between the agent and the yard force, co-operation is the first word in our dic-

tionary. J. L. Morgan and I work together like brothers. Jim is one of the best and biggest agents on the railroad (he weighs about 250 pounds), and he is as much interested in saving engine hours in the yard as he is in saving man hours on the platform."

Has Had Varied Experience

It is told above how Mr. Hardin began his service with the road twenty-three years ago at Clinton, under Trainmaster Porterfield. From switchman he became engine foreman, and then night yardmaster. When Mr. Porterfield was appointed superintendent at Vicks-

How This Story Came to Be Written

Several months ago we published a story about the porter who was found asleep in the wreckage of a train that had been derailed and who said, replying to his astonished questioners: "Yas, boss, I did feel sumpin' kind of jolty; but I t'ought dey was a-puttin' on de dinah at Jackson." General Yardmaster Hardin probably never will hear the last of that story. In a few days he received about fifty copies of that page of the magazine.

But, if anybody thinks the story about the porter applied to Jackson, Miss., he's wrong, for Jackson has been making a wonderful record in handling equipment without damage. Yardmaster Hardin declares that a switch crew hasn't broken a water glass on a diner in many, many months, and as for the entire record of damage to equipment just glimpse the following, which shows damage to equipment in the yards at Jackson since Mr. Hardin has been there, as compiled from the Form No. 1480 reports:

	1918	1919	1920	1921	1922
January		\$369.22	\$189.76	\$12.82	\$25.00
February		225.70	179.11	90.36	.....
March		194.57	.....	.....	88.70
April		113.65	242.95	.....	6.07
May		18.64	210.07	6.75	17.34
June	\$468.38	19.54	300.68	16.44	.....
July	185.81	57.51	73.47	.....	.....
August	492.61	102.69	70.05	.....	.....
September	222.95	55.19	114.63	59.83	.....
October	245.94	16.86	71.19	.....	.....
November	409.65	69.43	8.07	.....	.....
December	497.59	61.21	51.96	6.85	.....

burg, in April, 1905, he took Mr. Hardin with him as night yardmaster at Vicksburg. Two months later Mr. Hardin became general yardmaster at that place. Yardmaster Hardin had a real job to manage at Vicksburg, but he acquitted himself well. He stayed at Vicksburg and at Memphis until November, 1911, and he was appointed night yardmaster at East St. Louis, January 1, 1912, under Superintendent Porterfield, who had been assigned to the St. Louis division. A month later he was made general yardmaster there. In June, 1912, Mr. Hardin left the Illinois Central System and worked for the Terminal Railroad Association as switchman and assistant yardmaster, but in 1915 he returned as night yardmaster at Wallace yard under Superintendent J. F. Dignan. Then he became assistant yardmaster, and in June, 1918, he was appointed to his present position.

"I am well pleased with my last change," Mr. Hardin said. "Jackson is a good town, and we have good people to work with and work for here. I consider that we have the most efficient yard men and yard clerks on the system."

A yardmaster, in Mr. Hardin's opinion, must be, first of all, a student of human nature. He must love men, and love to work with them. Next, he must know the routine of yard work thoroughly.

"A man experienced in yard work can almost always find places to take up lost motion, if he applies himself to the job," Mr. Hardin says. "And that's what it takes to run a yard successfully."

As to whether Mr. Hardin is making a



A yard crew at Jackson, Engine No. 188. Left to right: Jim Baines, fireman; Frank Duffy, engineer; Aaron Fields, switchman; J. E. Henry, helper; W. C. Agnew, engine foreman.



A yard crew at Jackson, Engine No. 507. Left to right: John Blake, fireman; E. I. Whittington, engineer; Simon Stevens, switchman; L. B. Hill, helper; E. A. Fleming, engine foreman.

success of running the Jackson yard, just ask any of our people on the Louisiana division.

NO COMPLAINT

It was noon. The streets were jammed.

At Sixth and Main streets, a man hurrying back to his office observed a well-dressed youth standing on the curb. He was groping his way with a cane. The one in a hurry paused and, observing the other was blind, asked:

"Can I escort you across the street?"

"Thank you," the sightless youth replied.

Midway they were stopped by the traffic.

"It is a beautiful day; the sun is again with us," the escort said.

"Yes, indeed; I have no complaint," the blind boy said.

The other, blessed with two good eyes, left the sightless one safely upon the opposite corner and departed for his work. He had a new vision: "I have no complaint."

Truly, it was a "bracer" that many of us need.—Los Angeles (Cal.) Times.

Watch the Deadline!

Material for the magazine is still being sent in after the 15th of the month, in spite of warnings to the effect that the 15th is the deadline for magazine material. Obviously, material arriving so late will have to hold over a month, maybe longer.

How Our New Mechanical Stokers Work

An Explanation by the Manufacturers and a Paper on Operation by Traveling Engineer J. McIntyre

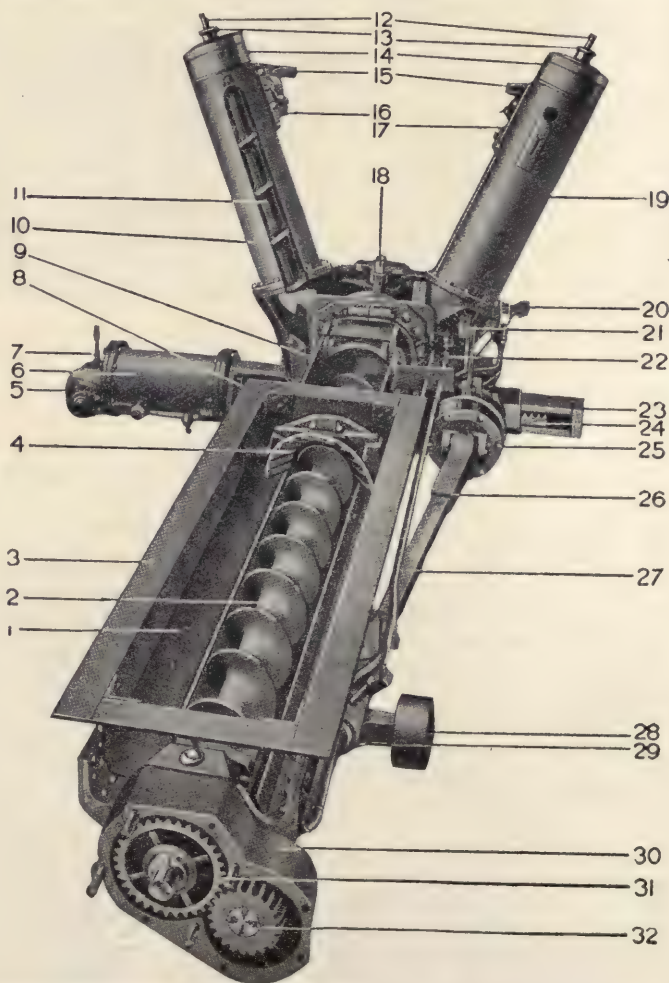
SINCE our new 2-10-2 locomotives, the 2901 class, came to us equipped with mechanical stokers, considerable interest has been shown over the system in the operation and care of these up-to-date aids to efficient firing. Properly handled, the mechanical stoker is a fuel-saver; but it can also waste coal in an alarming manner, if not properly handled. With these stokers it is possible to feed the fire-box 7,200 pounds of

coal an hour. Each revolution of the elevator puts six pounds of coal into the fire-box, three pounds on each side. The piston which operates the elevator will make twenty strokes a minute, thereby feeding the fire-box 120 pounds of coal a minute.

The Duplex Stoker, with which these locomotives are equipped, prepares its own coal by breaking the lumps to a proper size for economical firing. It is designed to handle all

Explanation

1. Conveyor Trough.
2. Conveyor Screw.
3. Angle Ring.
4. Crusher Casting.
5. Driving Engine Reverse Head.
6. Driving Engine Cylinder.
7. Driving Engine Auxiliary Valve.
8. Piston Rod.
9. Transfer Hopper.
10. Left Elevator Casing.
11. Elevator Screw.
12. End of Elevator Driving Shaft.
13. Elevator Shifter.
14. Elevator Drive and Reverse.
15. Distributor Tubes.
16. Left Distributor Elbow.
17. Right Distributor Elbow.
18. Dividing Rib.
19. Right Elevator Casing.
20. Oil Box.
21. Conveyor Drive and Reverse Lever.
22. Conveyor Driving Shaft Bearing Oil Cups.
23. Rack Housing.
24. Rack.
25. Conveyor Drive and Reverse.
26. Conveyor Flexible Connection Sleeve.
27. Conveyor Flexible Drive Shaft.
28. Conveyor Slide Support.
29. Conveyor Slide Support.
30. Conveyor Gear Casing.
31. Conveyor Screw Gear.
32. Conveyor Driving Shaft Gear.



General rear view of Type D Duplex Stoker with covers removed, showing interior mechanism. Illustration by courtesy of the Locomotive Stoker Company, Pittsburgh, Pa.

kinds of coal, including lignite, anthracite mixtures and bituminous slack or lump coal of proper size for hand firing.

Operation of the Duplex Stoker

The accompanying illustration will give some idea of how the stoker operates.

The coal in the tender falls through an opening in the shovel sheet to the conveyor trough (1). The coal is then carried forward by the conveyor screw (2), then through the crushing zone, where it is forced against the crusher (4), and broken into a suitable size for firing.

The coal, having been prepared for firing, then passes into the transfer hopper (9), where it is divided equally or unequally, according to the position of the dividing rib (18), between two elevator screws (11), which elevate the coal and drop it into two distributor tubes (15), fitted into elbows (16 and 17), and extending into the fire-box through holes in the back-head on each side of the fire-door.

The coal thus delivered to the distributor tubes (15) is then carried forward by a constant steam jet pressure which spreads the coal evenly over the grate area.

How Distribution Is Controlled

The distribution of the coal is controlled by varying the steam pressure at the jets and by adjusting the dividing rib in the transfer hopper (9). The amount of coal delivered to the fire-box or the rate of delivery of the coal is controlled by varying the speed of the stoker engine.

The elevator screws are driven by gears which mesh with the driving rack (24), and the conveyor screw is driven by a driving shaft, also meshed into the rack and connected to the conveyor screw through a series of drive shafts (27) and gears (31 and 32) at the rear of the conveyor trough.

Through a system of ratchet wheels and pawls, motion is imparted to the elevator and conveyor screws. By operating the elevator pawl shifters (13) and the conveyor reverse lever (21), one or all of the screws can be started, stopped or reversed, each one independently without affecting the others.

Some General Suggestions

The Locomotive Stoker Company of Pittsburgh, Pa., which manufactures this stoker, gives the following general suggestions:

1. See that the fire is clean and in good condition before leaving the terminal.
2. Build up a good fire with your shovel.

3. Do not feed iron, rocky slate, wood or waste through the conveyor.

4. When the train is standing on sidings, shut steam off the stoker.

5. Close the tank slide openings before taking coal on the tender.

How to Leave the Stoker

The duties of the fireman on arrival at terminals are outlined as follows:

1. Before leaving the stoker engine on the fire track, see that the slides in the tank are closed.

2. When nearing the terminal and after closing the slide plates, the driving engine should be run long enough to remove all coal from the conveyor.

3. Before giving up the engine, place the conveyor reversing lever in center or neutral position and run the vertical screws to empty the elevators of coal.

4. Close all steam valves to the stoker engine.

The following paper on the operation of the stoker was prepared by Traveling Engineer J. McIntyre of the Springfield division. It covers preparing the fire, stoker firing and maintenance, the latter divided as to daily and monthly inspection.

The fireman should always be on his engine at the required or specified time and examine the condition of his fire the first thing. If the fire is not level at the pit, the fireman should loosen his grates sufficiently to break up or crack the coke formation. This will let the air through and burn the fire down to a level bed about two inches thick.

If the fireman takes care of the fire the first thing, the fire will take care of itself while the fireman is doing his other work. If the fire is not level at the pit, the fireman should always loosen the grates and use the shovel in the low or bare spots.

The stoker should not be used when leaving the pit unless the fire-bed is light and level, and then it should be run very slowly in order to insure good distribution. The secret of success with a locomotive stoker is to get away from the pit on the right foot.

How to Oil the Stoker

Do not oil the stoker while it is not running. When the stoker is oiled on the pit, all the screws should be placed in the neutral position and the engine run idly while oiling. This is the most economical way to oil the stoker, because the oil will thoroughly swab or

run over all parts, and it will not do this if the machine is standing. The stoker requires a little oil about every two and one-half or three hours, but it is a gross waste of oil to oil the machine excessively when it is standing at the beginning of a trip and then not to oil it any more during the trip. That is neglecting the machine.

Before leaving the pit or roundhouse track, be sure the slide to the conveyor is open. While going to the yard, run the stoker until the coal appears at the distributor tubes.

Important to Start Right

In stoker firing, a thin, level fire should first be built up with a shovel. In leaving the yard, care should be taken that the fire is not crowded, because this is very easily done with the stoker. The fire should be watched closely the first few miles, and then the fireman will know that his stoker is going and he can make the remainder of his trip in solid comfort. He won't have any trouble, because he has started from the roundhouse right. That is the secret of success in stoker firing—get started right.

If the engine is properly drafted, with units tight, no air leaks around the front end and the grates and grate rigging in good condition, the condition of the fire is up to the will and pleasure of the fireman. The stoker will do all the work except the brain work, and there are even times when a fireman expects it to do part of that.

Watch the fire closely to ascertain if any clinker formation starts; if so, move the grates sufficiently to break up the clinker before it gets heavy, and there will be no further trouble. The stoker fired engine should never be crowded with coal, but this is sometimes done by a poor or careless fireman. One scoopful of coal placed in a fire-box by hand cannot be distributed over six square feet of surface, but half of this amount placed in one of the 2901 class engines by a stoker covers the entire grate area, or eighty-eight square feet.

The fireman should study the engineer's way of handling the engine and run his stoker accordingly.

Stoker Should Run Steadily

The stoker should not be run fast and then shut off, because this causes a variation in boiler pressure. Continuation of such a practice will sooner or later cause side sheet or flue trouble, because letting the fire die down while the engine is worked hard causes a sudden change in temperature in the fire-box.

The stoker should be handled the same as an

injector—that is, to say, it should just supply the boiler requirements and no more. Stoker fired engines should be fired and handled to avoid raining black smoke, and the pop valves should be left seated at all times except in case of an unexpected stop.

Some firemen crowd the fire because the machine puts the coal in so easily, and some engineers bear down on an engine for the simple reason that it is stoker fired. An engineer should run his engine at an economical cut-off regardless of the fact that it is stoker fired.

Must Get Use Out of Coal

The fireman should keep his ash pan shelves clean, so that the free passage of air will not be restricted.

If the fireman will glance at his coal pile once in a while, he may find some foreign matter in the coal and get it before it gets down into the conveyor screw.

When the trip is completed, close all slides in the tank and run all the coal out of the stoker. The slides must be closed in plenty of time before the trip is quite completed; when the engine is entering the yard is a good time. The coal must not be run into the fire-box for the sole purpose of cleaning out the stoker, but must be made to evaporate water into steam advantageously.

The matter of maintenance can be divided into daily and monthly inspections.

A. Daily Inspection

1. See that the conveyor and the elevator are free from coal and that all slide plates over the conveyor are closed.

2. Start up the stoker engine and note the general condition of the machine, paying particular attention to the following:

A. See that right and left elevator and conveyor drivers will perform their function in neutral, drive and reverse positions.

B. See that the driving engine will reverse properly, using the operating rod on the back head of the locomotive boiler.

C. Try both steam gauges.

D. See that drain valves in the stoker line close properly when steam pressure is turned on.

3. See that distributor tubes are pulled right against the elbow.

4. Inspect oil pipes for broken or loose connections, and see that oil cups are free from dust and dirt.

5. Inspect the stoker engine for steam leaks.

B. Monthly Inspection

1. Examine the distributor tubes; tubes with ends burned off are to be replaced.

2. Examine the steam jets to see if they are plugged or if the bridge between the holes is worn. In renewing jets, care should be taken to see that the holes are $\frac{5}{8}$ inch off the bottom of the distributor tubes.

3. Examine the driving rack and notice if it is receiving sufficient lubrication.

4. All oil pipes should be inspected to see if they are stopped up.

5. Examine piston rod packing.

6. Examine bolts connecting the coupling and the conveyor screw at the rear end of the trough.

7. Examine cotter keys in the conveyor drive shaft to see if they are properly spread so that the pins will not work out.

8. When the stoker is running, if the cylinder gauge shows an excessive amount of steam to run the stoker light, the exhaust line in the smoke box should be examined to see if this is plugged with burned grease.

9. Examine all bolts and nuts around the transfer hopper, particularly where it is bolted to the locomotive frame.

10. Test the limiting valve, which should unseat at 75 pounds.

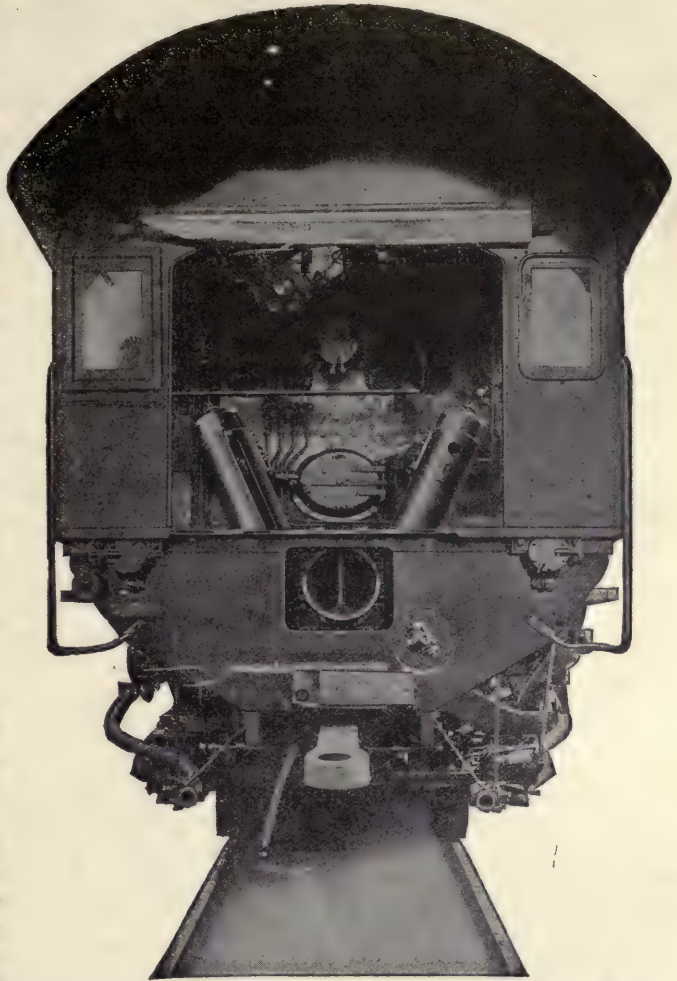
11. Test the cylinder gaskets under load at 75 pounds pressure.

12. Remove the differential valve and inspect it thoroughly.

13. Remove the operating valve and inspect it for worn, broken or missing rings.

14. Examine the pawl springs in elevator and conveyor pawl casings.

15. At drawbar inspection, examine the grease in the gear casing at the rear of the conveyor trough.



Showing Duplex Stoker installed on locomotive and position of elevator casings with reference to fire-door. Illustration by courtesy of the Locomotive Stoker Company, Pittsburgh, Pa.

TO HANDLE LEGION MEETING

A pamphlet issued recently by the passenger department announces that plans have been made for the establishment of another Pullman city by the Illinois Central System at New Orleans. This time, it will be for the comfort of those who attend the American Legion convention, October 16 to 20, 1922. The booklet has many beautiful illustrations that point out the places of interest at our Southern terminal, and it describes in detail the facilities of the city on wheels which was established during the triennial conclave of the Grand Commandery, Knights Templar, April 24 to 27, 1922. It is addressed to the members of the American Legion with "Let's Go, Buddy!"

Employees Own 900 Homes at Waterloo

More Than Half Are Out of Renter Class; How One Young Man Does It on a Salary of \$115 a Month

WATERLOO, Iowa, is blessed with a large number of homes of the employees of the Illinois Central System. Probably 60 per cent of the employees there own their own homes, and those houses lend their share toward giving Waterloo its reputation as a city beautiful. There are perhaps 1,500 employees at Waterloo, and that means about 900 homes.

Incidentally, the Illinois Central employees at Waterloo have sound credit. They are respected, trusted and called upon for their opinions in civic matters of importance.

There's food for thought in that. It may be that home-owning has something to do with it.

Probably the most unusual case of thrift at Waterloo is a young man employe who is paying for a \$5,000 home while his salary is only \$115 a month.

Didn't Like Apartment Life

In 1920 this young man had fallen heir to \$2,600, and he was making \$130 a month. He married and rented an apartment for \$35 a month. There was no furniture to buy, for his wife's mother had left her enough to serve their immediate needs. They lived in this apartment for a year and a half. Apparently there was little difficulty in financing the home. A \$200 doctor bill was paid, and a few small pieces of furniture were bought during that time.

But living cooped up in an apartment house soon became boresome, he says. In reality, the apartment was merely a place to sleep. The two spent little of their time at home. They had meals out, and they came to feel that they had to go away from home to have freedom.

Then, too, the young man says, he grew weary of seeing canned fruit on the shelves in his clothes closet and the broom and sweeper behind the bath tub.

It is no surprise that this man and his wife began to figure on the amount of rent they were paying in comparison with the amount of money other young couples were paying each month toward owning their own home. An examination disclosed the fact that the money paid for rent was slightly more than the amount others were paying toward their homes.

Six weeks of home-hunting followed, against the protests of many friends. The young man was advised that he was to receive a cut in wages on July 1, 1921, but he disregarded that sad news in view of what he and his wife thought was the best course.

There were no homes to suit them in Waterloo. The properties shown to them were in poor locations, poor structures or priced too high. So they decided to build.

In a book, "American Homes Beautiful," they found just the home they wanted. It was roomy and looked to be a building that could be constructed within their means.

A contractor estimated the cost of that house to be \$5,000. In April, 1921, a 43-by-100-foot lot was purchased for \$750, and arrangements for building the house were made. The contract called for the payment of \$2,500 within two weeks after excavation had started and the balance when the house was completed and accepted.

The young home builders knew that they did not have enough money to carry out the terms of the contract, and they planned to fall back upon the building and loan association if the contractor made urgent demands.

Went Into Building and Loan Plan

After the lot was purchased, there was only \$1,850 left in the little fortune. Upon a demand for payment, the young man borrowed \$200 from his father, paid the contractor \$2,000 and agreed to go into the building and loan association so that the remainder of the money could be had when the contractor wanted it.

The contractor was in need of money, the same as many other business men at that time, but he was lenient with his young client.

The balance of the money for the payment on the house was obtained from the building and loan association, and the young man agreed to pay the association \$32.66 each month.

Then came the cut in salary to \$115 on July 1, 1921. What was left of the salary after the payment on the home was taken out—\$83.34—was not much to live on, but the wife came forward with a budget system that solved the problem.

She allowed 25 per cent of the money to be



Homes of employes at Waterloo, Iowa. 1, J. A. Joyner, yard clerk, 1025 Broadway; 2, S. Woodward, switchman, 406 Ricker; 3, J. P. Barth, engineer, 917 Logan; 4, W. N. Johnson, tool room foreman, 1225 Logan; 5, F. A. Cunningham, switchman, 815 Columbia; 6, F. B. Schrader, gang foreman, 518 Sumner; 7, C. S. Sanborn, accountant, 225 West Parker; 8, T. R. McNeil, brakeman, 2253 East Fourth.

spent for food, 11 per cent for shelter, including coal, light, water, taxes, etc., 12 per cent for clothing, 11.7 per cent for general operation, 32.04 per cent for advancement, including newspapers, magazines, insurance, donations, etc., and 8.26 per cent for miscellaneous items.

Budget System Worked Well

The system could not be followed exactly, but when the expenditures exceeded the limit in one place they were held down below the allowance in another.

The percentage allowed for food was found to be more than sufficient. A fireless cooker helped solve the problem in the kitchen.

The percentage allowed for clothes was far too small for the purchase of the clothes they had been used to. So the wife learned to sew.

As time wore on, the budget system came to be followed more closely. Today the home

makers are meeting all expenses. It is true that they are making great sacrifices, but they are happy—very happy. They sit down together of evenings, plan, figure, decide to economize here and there, and they profit in more ways than one by these business meetings.

When the smoke had cleared from the barrage of advice as to the foolishness of this young couple in buying a home, an intimate friend said, "Well, they are young, and it is the only way for them to get ahead."

Many homes in Waterloo are being bought by the aid of the building and loan association. In fact, it is said that probably more than half of them are paid for in this manner.

How the Loan Feature Works

Payments to the building and loan association are usually about \$33, but, of course, that varies according to the amount borrowed.

Where the payment is about \$33 a month,

DISTINGUISHED M. D.'S USE DAYLIGHT SPECIAL



Dr. C. H. Mayo of Rochester, Minn., and party on the Daylight Special, May 23, just before leaving Central Station at Chicago for St. Louis, where the American Medical Association was holding its annual meeting. From left to right, those in the party are: Dr. E. C. Rosenow, bacteriologist of wide reputation of Rochester, Minn.; E. C. Rosenow, Jr., Rochester, Minn.; Mrs. E. C. Rosenow, Rochester, Minn.; Dr. Ray Smith, Los Angeles, Cal.; Dr. C. H. Mayo, Rochester, Minn.; Dr. H. B. Gibby, Wilkes-Barre, Pa.; Doctor Henderson, Rochester, Minn.; Mrs. E. S. Judd, Rochester, Minn.; Doctor Adson, Rochester, Minn.; Dr. Jerre Watson, Anniston, Ala.; Dr. H. Helmholz and Dr. E. Starr Judd, Rochester, Minn.



Homes of employes at Waterloo, Iowa. 9, F. R. Cooley, conductor, 433 Logan; 10, Herman Becker, roundhouse foreman, 223 Logan; 11, H. G. Brown, trainmaster, 346 Vine; 12, A. J. Fairburn, engineer, 627 Lime; 13, C. E. Horsely, assistant roundhouse foreman, 612 Sumner; 14, Henry S. Bunnell, carman helper, 635 Sumner; 15, A. Feisner, boiler foreman, 623 Sumner; 16, C. S. Jackson, switchman, 701 Broadway.

\$14 goes as payment on the principal and the balance as payment of the interest on the principal. The interest charged is 8 per cent. In turn, the association guarantees 7 per cent interest on the money that is paid in to apply on the principal. Often this percentage of interest goes over 7 per cent, but never under. It is regulated by the prosperity of the company. The interest paid by the association is compounded every six months and applied to the principal.

In other words, the building and loan association lends a man the desired money in a lump sum at 8 per cent interest, and the man, in turn, lends the association the same amount of money in monthly payments of \$14 at a fraction less than 8 per cent interest. The man pays only a fraction of 1 per cent interest for the privilege of having the money he desires in a lump sum.

Then there are those in Waterloo who are buying their homes through the real estate dealers. Many are buying their homes on just as easy terms in this manner as others are in the building and loan association. A typ-

ical case is that of T. R. McNeil, a brakeman, who took over payments on a home.

Mr. McNeil married in July, 1920, and rented an apartment at \$35 a month until December 3, 1921. He learned of a friend who had been paying on a home but was about to let it drop. Mr. McNeil got in touch with him and learned that \$466 had been paid on the \$4,500 home. The friend accepted \$250 from Mr. McNeil for the title to the \$466 paid in, and Mr. McNeil took up the payments of \$30 a month on the home.

The total cost of his home, Mr. McNeil says, is not more than \$50 a month. That includes insurance, taxes, etc. When he rented, he paid \$35 a month for a place to sleep. Now he is paying but \$15 a month more and has ample room for a chicken yard, a garden and a place to do as he pleases.

The income from his chickens and the money saved by his garden more than make up the difference between his payment now and the rent he paid. And, at the end of a definite time, he will have his little home all for himself.

Our Rules for the Proper Storage of Coal

The following rules about unloading and caring for storage coal have recently been issued from the office of Vice-President L. W. Baldwin:

1. Ground upon which coal will be stored must be firm, level, clean and properly drained.

2. No drainage should pass through or under storage coal piles.

3. Coal unloaded into storage should not be placed on loose cinders, against wooden posts, wooden trestle bents, hot or warm pipes or flues.

4. Coal unloaded into storage must not be placed in piles to exceed twelve feet in height and thirty-six feet in width at the ground level, limiting piles to 1,500 tons, with clear space of at least five feet between piles.

5. Do not ventilate storage coal piles by artificial methods.

6. When unloading coal of different sizes, place each size in a separate pile.

7. When unloading coal of the same size from different mine fields, coal from each field should be placed in a separate pile.

8. To avoid excessive breakage, coal from

the grab buckets of cranes must not be dropped to exceed three feet when making piles.

9. Do not move coal once placed in storage unless absolutely necessary.

10. The temperature of coal in storage should be taken at least once each week, and oftener if necessary, using either the thermometer or the rod method.

11. Where coal is stored under cover, the structure should be well ventilated to make possible the escape of the gases which are given off.

12. Under no circumstances should water be applied to a heated coal pile. Heated or fired coal should be removed and used or extinguished by well scattering and then applying water.

THE AIM WAS WILD

Judge Priest—Parson, that turkey you sold me yesterday wasn't a tame one, as you claimed it to be, for I found shot in it.

Parson Brown—Judge, dat was a tame bird, just like I sed it was; dem shot was meant for me.—Judge.



Homes of employes at Waterloo, Iowa. 17, R. C. Walker, conductor, 703 Lime; 18, O. M. Brown, engineer, 1128 Logan; 19, W. J. Voedker, machinist, 219 Clay; 20 T. J. Wimmer, machine shop foreman, 1022 Logan; 21, James Moore, wrecking foreman, 139 Cottage; 22, C. A. Fish, chief clerk, 210 Logan; 23, T. J. Ellis, roundhouse foreman, 319 Cutter; 24, N. Bell, master mechanic, 148 Kern.



Our Railroads Are Big

THE railway tracks in the United States would reach very nearly to the moon and return and a locomotive with thirty-five cars behind it could be placed at 7-mile intervals along that whole distance merely by using the equipment now in use on American railroads. Two hundred side tracks extending from New York to Philadelphia would be required to hold the freight cars of this country alone.

Nor is the passenger equipment small. If the 56,000 passenger cars were street cars and started from a given point at the rate of one a minute, forty days would be required to get them all in motion. In 1920 a number of people equal to more than thirty times the population of the entire earth was carried a distance of one mile. The Pennsylvania station in New York City handled 36,000,000 passengers in 1920—very nearly the population of France—one-third as many people as live in the United States. The employees of the railroads number more than two million, which is equivalent to the number of American soldiers sent to France.—HAWTHORNE DANIEL, in the *World's Work* for June.

We'll Confirm

Overheard in the yards:

Mike—Say, Bill, do you know the quickest way to the Illinois Central Hospital?

Bill—Sure, walk between moving cars to pull a pin.—S. M. C.

Old Second Church

Dear Wake: A few days ago your column carried a question regarding the Illinois Central station at 16th Street. I have an old newspaper clipping reading:

The building now used as the Illinois Central station at 16th Street was originally put up to be the Second Presbyterian church. Work was be-

gun on it July 9 and the edifice was dedicated to the worship of God September 1, 1843. The location of the church was on the south side of Randolph Street, eighty feet east of Clark Street.

[Signed.]

Edward L. Bradley.

[With the Second Presbyterian church for more than forty-six years.]

The clipping above was saved because relatives of mine lived in the flat above the station for thirty-one years. My aunt was station agent from 1885 until 1913.—I. C. M., in "The Wake of the News," *Chicago Tribune*.

Letting Him Down Easy

A rich man, lying on his death bed, called his chauffeur, who had been in his service for years, and said:

"Ah, Sykes, I am going on a long and rugged journey, worse than any over which you have driven me."

"Well, sir," consoled the chauffeur. "There's one comfort, it's all downhill."

Life in a Few Words

Uncle Bill Smith read the railway sign:

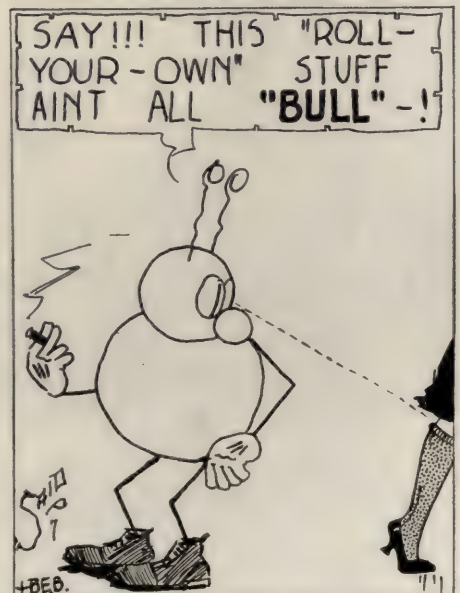
"STOP, LOOK, LISTEN"

"Those words express the whole scheme of life," he said.

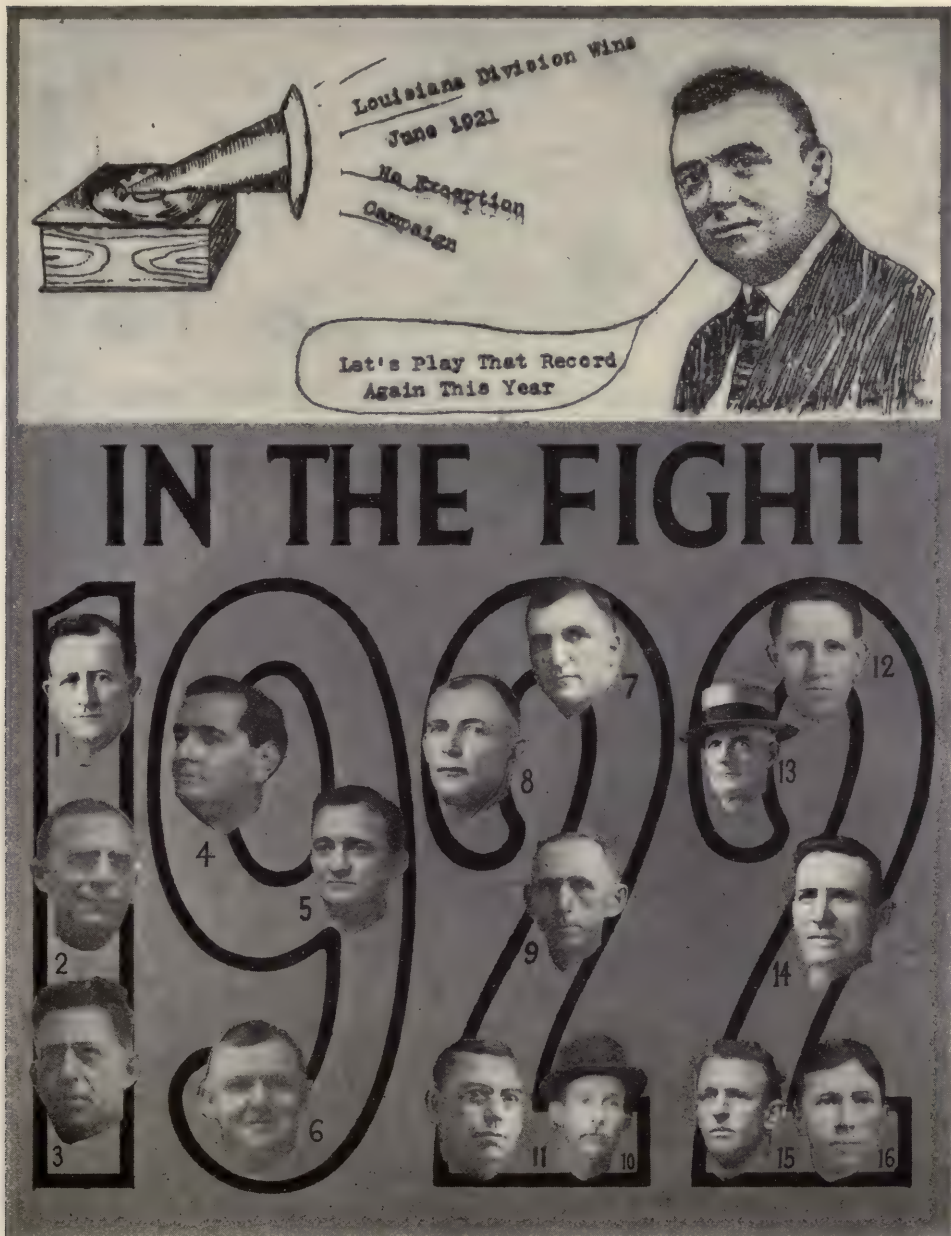
"How so?" asked a friend.

"You see a purty girl; you stop; you look; and, after you marry her, you listen."

INKID SAYS—



T. J. QUIGLEY RE-ISSUES A CALL TO ARMS



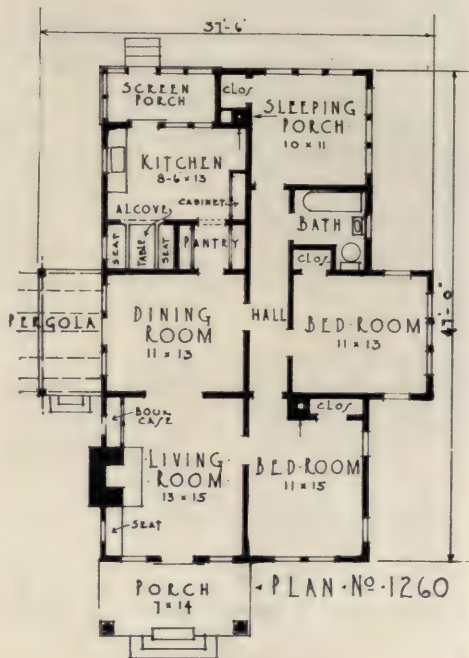
Louisiana division experts in the "No Exception" campaign: 1. H. P. Campbell, trainmaster; 2. W. E. McCloy, supervising agent; 3. E. L. McLaurine, trainmaster; 4. J. L. Morgan, agent, Jackson, Miss.; 5. C. B. Emmerich, local conductor; 6. H. A. Comfort, agent, Canton, Miss.; 7. J. P. Murphy, agent, Yazoo City, Miss.; 8. L. T. Barr, local conductor; 9. V. L. Robbins, local conductor; 10. R. D. Robbins, local conductor; 11. W. H. Smith, local conductor; 12. F. H. Barton, agent, Brookhaven, Miss.; 13. J. B. Price, local conductor; 14. J. W. Brown, local conductor; 15. F. T. Shafer, local conductor; 16. C. S. Rand, agent, Hammond.

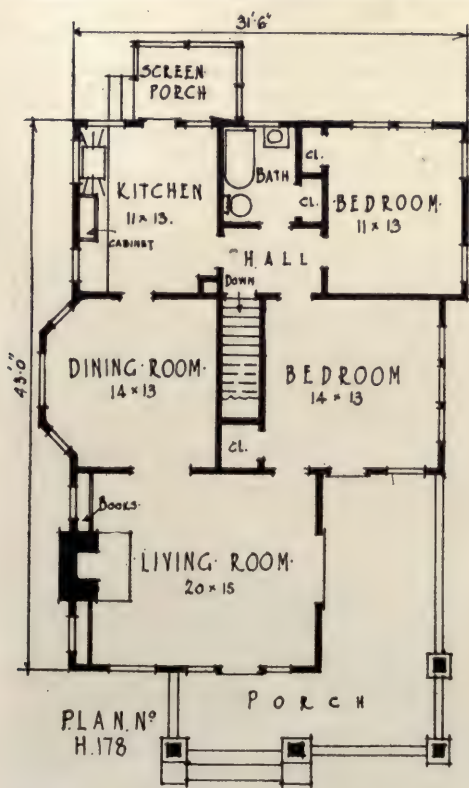
Some Small Homes Worth Looking Over

Illinois Central Magazine Will Aid Its Readers to Get Information and Plans for Building

HERE'S a thrift idea and something to talk over with your wife or sweet-heart:

Through the courtesy of the American Wholesale Lumber Association, the *Illinois Central Magazine* is able this month to present to its prospective home-builders the accompanying views and floor-plans of typical, moderately priced, up-to-date American homes. These samples are presented with an idea of encouraging thought on the matter. Those who desire to investigate the matter further may, by taking the matter up through the magazine, obtain from the Southern Pine Association of New Orleans a booklet showing fifty other similar views. A full set of blue prints, drawings and details may be obtained likewise, when the home is finally decided upon, for a few dollars. The American Wholesale Lumber Association offers also to handle the matter with the lumber retailers in the various towns interested so as to obtain estimates of cost, plans for financing and the like. Where enough citizens of any town are interested in the matter, the American Wholesale Lumber





quently praised by employees in these pages. If this feature proves of interest to the readers of the *Illinois Central Magazine*, it will be continued, with new views each month.

A FUEL-SAVING HINT

Here is the Illinois division's Fuel Conservation Bulletin No. 9:

"A local freight train had instructions to unload four carloads of ballast on northward track at a point one and one-half miles south of a station, but, upon arrival at the designated place, there were no section men on hand to unload the ballast, necessitating a back haul of the four cars to the station, where they were held over until the following day. This resulted in a loss of four car days, the consumption of approximately one ton of fuel and one hour overtime to the train crew, all of which could have been avoided by proper co-operation between the track supervisor and train dispatcher.

"A towerman stopped a passenger train to allow a cross line tonnage train to use the crossing, resulting in unnecessary consumption of fuel."

TAKES HUSTLING

The world owes you a living,
As the old saying goes;
But to collect it is a job
That keeps you on your toes.

Association will likewise provide an expert to advise regarding the establishment of a building and loan association, such as has been fre-

New McComb, Miss., Car Shed Completed

Up-to-Date Facilities Are Now Available; Unit Cost Proves Almost Twice That of Nonconnah Construction

By E. W. BULLARD,
Building Inspector

THERE has just been completed at McComb, Miss., in connection with new car repair facilities at that point, a car shed of 100-car capacity, 176 feet wide and 600 feet long, covering eight standard gauge repair tracks and four standard gauge material tracks, with lighting, water and air connections which provide for rapid and economical handling of cars through this terminal. The structure is fireproof throughout. It covers practically $2\frac{1}{2}$ acres of ground and contains 7,200 lineal feet of tracks.

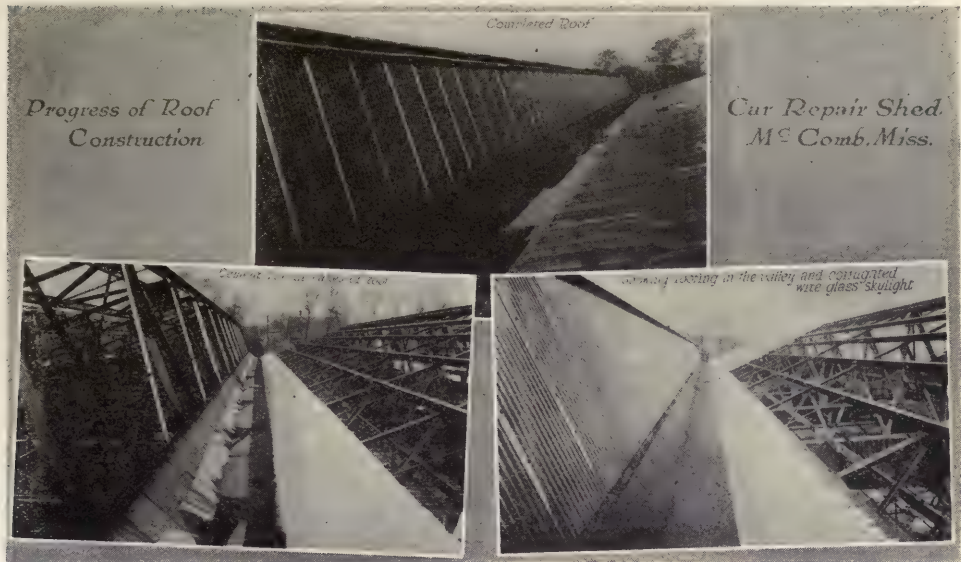
The superstructure is of structural steel, with a saw-tooth roof of twenty panels, supported on concrete footings, which in turn are on piling where the condition of the soil required. The steel columns, 22 feet 6 inches high, are spaced thirty feet apart along the length of the shed and forty-four feet apart across the width. These carry the transverse and saw-tooth trusses which support the roofing material. The saw-tooth trusses are triangular and spaced longitudinally between

columns, with two intermediate trusses in each transverse space of forty-four feet. These intermediate trusses are supported by transverse-trusses placed in the plane of the steep side of the saw-tooth. Knee braces in the planes of the columns are provided for all transverse trusses and the inside longitudinal trusses. Structural steel purlins spaced four feet apart brace the saw-tooth trusses transversely at the top and also carry the roofing, which is Continental Cement red tile. In the valleys over the flat cement tile were placed cinder concrete and 5-ply composition roofing, with a necessary fall across the width of the building for drainage. Down spouts on each side of the building carry the water from the roof to the sewer.

Wire-Glass Skylight Installed

A special feature of this roof, which differed from that of the car repair shed at Nonconnah yard, Memphis, built in 1916 and described in the *Illinois Central Magazine* of August, 1917, is the corrugated wire-glass skylight, in the transverse trusses. This skylight is seven feet high and extends across the en-





ture width of the building in the steep side of the saw-tooth of each panel.

The corrugated glass, furnished by David Lupton Sons Company of Philadelphia, is in panes $27\frac{3}{4}$ inches by 84 inches in size. These panes of corrugated glass are supported in structural steel sash built up of Z-bars supported in the transverse trusses. The vertical joints between the several panes of glass are held in position by an aluminum cover cap and an inner strip. The sash is made water tight by means of flashing, asphalt strips and mastic filling, all held in position by means of bent clips and bolts with lead washers.

The sides of the building are open to a height of 15 feet 6 inches above the rail, and the gables and siding are covered with 20-gauge corrugated iron. Inside the building each track has two lines of swinging scaffolds eight feet above the tracks for men working on the cars. This eliminates the old trestles and ladders formerly used in facilities of this kind.

Air lines of large capacity lead to outlets at columns to within thirty-five feet of any point in the building. There are also electric plug outlets installed at each column, and the electric lights are so arranged that the building can be used at night as well as in the day.

Efficient Arrangement Made

The tracks, shed and ground are on a .5 per cent grade descending in a southerly direction,

which will assist in the rapid movement of the repaired cars at this point. The system of standard gauge material tracks, with thirteen turntables of structural steel and concrete pits, provides for the delivery of material to every part of the facility, and the grade of these tracks is such that the movement of the material used in the repairs to and from the car shed is handled with ease and rapidity.

The new car shed is within the city limits of McComb, convenient to the residences of the workmen, east of the main tracks, south of and about one-half mile from the station. The new shed replaces a frame shed destroyed by fire in June, 1921.

Rapid Work in Steel Construction

The clearing of the site, started by the division forces in December, 1921, consisted of moving four frame buildings and adjacent platforms to new locations, rearranging the tracks to agree to the new plan, and at the same time maintaining the local car repair facilities in operation. The division forces drove the 132 creosoted foundation piles. The general contractor started work on the foundation January 12, 1922, and by February 1 had completed the 105 footings, consisting of 230 cubic yards of concrete, and was ready for the erection of the steel to begin.

Splendid progress was made in the erection of the steel. Seven hundred and fifty tons of light steel were fabricated and shipped from Decatur, Ill., by the Decatur Bridge Company

in the allotted time of four weeks. About thirty cars of steel were shipped to the work, and some of the cars made the 647-mile trip from Decatur, Ill., to McComb, Miss., in the quick time of five days. The complete erection of the steel work was done in thirty-five working days. As the structural steel was received on the cars, the transverse and two intermediate trusses of each bay were assembled on the ground and erected as a unit. The steel was handled by derrick cars which traveled on standard gauge tracks which were already in position and suitable for this purpose, and the erection of the steel was so started as to allow the derricks to back away from the structure as the steel was placed.

The different trades started working as fast as the steel erection would permit. The tile, cinder concrete, composition roofing and flashing were started just as soon as the painting was completed. The good weather conditions, along with the splendid co-operation of all departments, made possible the speed obtained in the actual erection of this shed. The general contractor began his work on the foundations January 12, on April 10 the west half of the shed was turned over to the mechanical department for use, and by April 20 the shed was complete.

The division forces did all the track work, driving piles, moving old buildings and clearing the site.

Cost Shows Increase Since 1916

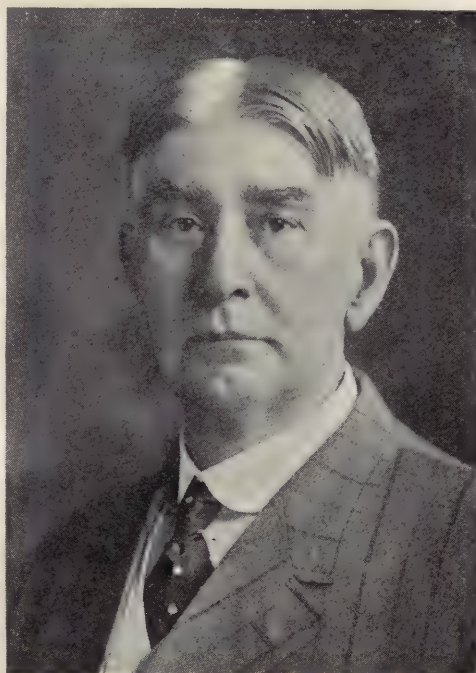
The general contractor, the Ellington Miller Company of Chicago, did all the concrete foundation work and work on the sewer and fire protection water lines. The steel erection was done by the Ferro Construction Company of Chicago, and the tile roof was furnished and placed by the Continental Cement Tile Company of Chicago. The composition roofing and sheet metal work was done by the American Sheet Metal Works of New Orleans, La.

For the Illinois Central, this work was under the supervision of the chief engineer and the engineer of buildings, with the field work in charge of the chief building inspector. The writer was inspector on the work.

In connection with this work, a comparison of the cost of the car repair sheds as built at Nonconnah yard, Memphis, Tenn., in 1916 and the one just completed at McComb proves interesting. While there was very little difference in the cost of the structural steel, the cost of erecting and painting the steel at Mc-

Comb per ton was just double the cost of similar work at Nonconnah. The cost of tile and sheet metal work, with the composition roofing, etc., at McComb shows a slight increase over the cost of similar work at Nonconnah; this was due principally to the increased cost of labor. The total cost of the two jobs on a basis of square foot of car shed was: Nonconnah, \$0.960; McComb, \$1.794. This is an increase in cost per square foot at McComb of 87 per cent over the cost of Nonconnah.

HE TOPS THE LIST



The oldest conductor in service on the Louisiana division is Charles E. Dunbar, who entered the service of the Illinois Central June 1, 1883, at the age of 23, as a brakeman. In February, 1885, he was promoted to conductor. During his first nine years of service, there were two reprimands and ten demerits entered against his record for honoring expired tickets and passes and ten demerits for carrying a blind negro past Bogue Chitto. The last demerits were entered against his record in August, 1904, and since that time his record has been clear. Mr. Dunbar is now in charge of the Panama Limited between New Orleans and Canton.

Making Sure of What We Buy and Use

Illinois Central System's Test Department Safeguards Purchasing and Keeps Quality Uniform

BY J. L. CARVER,
Engineer of Tests, Burnside

THE nucleus about which the test department grew was the position of mechanical inspector, created about 1907 at Burnside Shops, Chicago. The mechanical inspector was the man under whose jurisdiction the air hose, steam, shop air and miscellaneous hose were mounted, journal bearings were relined with babbitt, the rolling mill was operated and the reclamation work on the scrap elevation was carried on.

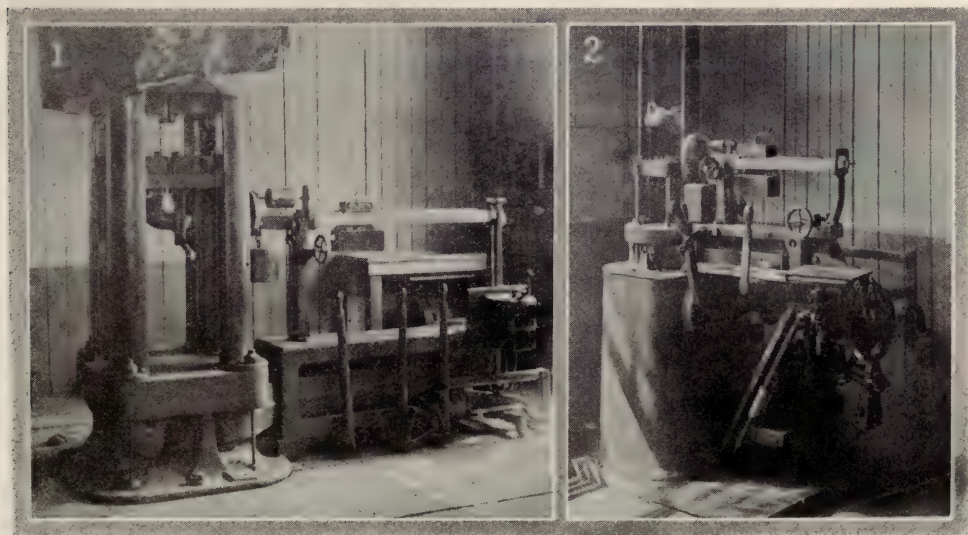
There was one man in this organization who handled the inspection of bar iron, and who later directed the operation of the locomotive cranes. One chemist was employed working mostly on paints and oils. About 1909 the operation of the paint mill was taken over by the mechanical inspector. The test department, as such, was organized in 1910 under the general superintendent of motive power, with the engineer of tests in charge, two chemists, a chief material inspector and four material inspectors. Two inspectors who were under the jurisdiction of the store department, covering bar iron and wheels, were taken into the organization and also five fuel

inspectors. These latter, however, were divorced from the test department in 1911.

An assistant engineer of tests was appointed in 1911, but this position was abolished in 1914. At this time the department had increased its laboratory force to three chemists and its inspection force to seven. A year later there were four chemists and nine inspectors, and at present there are thirteen inspectors, four chemists, one apprentice chemist, a water inspector, a stenographer and a clerk, a paint mill foreman and eight paint makers. The rolling mill has ceased operation due to the lack of material with which to work.

Makes Tests of Our Purchases

The purchases of a railroad are enormous, varying from 10-penny nails to 200-ton locomotives, from table salt to garden hose. A railroad is a consumer of practically all manufactured products, entailing a separate department to handle purchases and a store department to carry the stocks. It is one of the fundamental duties of the test department to see that the quality as paid for is delivered and to assist, by means of its laboratory and test equipment, in selecting the



Machinery to Test Stretching and Bending



Rolling Mill and Furnace

most suitable and economical material possible consistent with the highest safety.

Steel and iron of all grades and qualities are inspected and tested in the major part of the work. Practically every piece of steel and iron which enters the construction of cars and locomotives has passed under the watchful eyes of an inspector and has been tested and accepted by him. Axles, wheels, plate, structural shapes, bars, springs—all have been examined. It is only by such means the highest standard can be maintained. The varied classes of materials give an inspector familiarity with glass, paint, textile waste for wip-

ing and journal boxes, rubber (mostly hose), brooms, brass and all steel and iron products. Only material of the highest quality is accepted, and it must conform to the rigid specifications upon which it is purchased.

In these times of high priced labor, material which will give long life is a necessity, as in most cases the labor costs of renewal are far greater than the value of the material. When one is familiar with railway problems of operation, especially those causing train delays, he can realize exactly what influence the quality of material has to do with these troubles and that all precautions taken to

eliminate faulty material as the cause are well repaid when checked against the cost of the delay, in time, labor and resultant repairs.

Tests in Stretching and Bending

Steel and iron are tested in a machine which pulls them out like a piece of rubber until they break. A machine of this type is shown in Figure 1. Not only can the metal be stretched out but it can be bent until broken. These tests show exactly what the metal can stand and indicate its quality. Blocks of cement, wood, brick, babbitt, etc., can also be crushed. A smaller machine which can be used to obtain the breaking strength of rope, rubber, wire, thin metal sheets, cloth, duck, etc., and can be adapted to various strength tests is shown in Figure 2.

In the laboratory are analyzed and examined all steel and iron, babbitts, paints, oils, greases, polishes, preserving compounds, boiler scale, boiler compounds, water, coal, soap, cement, and a variety of miscellaneous preparations that are offered to the railroad. The quality and merits of these are passed on, and if they show sufficient merit they are purchased or accepted. Investigations as to economical purchases and the comparative qualities of a great many materials are carried out. Materials which are causing trouble are analyzed and the reason found so that proper corrections can be made.

Considerable work along the development of a proper water supply for boiler purposes



Views of the Paint Mill Machinery

is done by the test department, and a water inspector who devotes his whole time to such problems reports to the test department and works in co-operation with the water service department and the department of maintenance of way. The water inspector visits periodically the softening plants on the system, checking the treatment and recommending proper treatment if the work is not found accurate. Only one who has an appreciation of the losses caused by scaling water and corrosive water can realize what a vast saving is effected by the proper treatment of boiler waters, making this part of the work in the test department vitally interesting and educational.

Material Inspectors Are on the Road

The duties of the material inspectors carry them over practically all of the United States east of the Mississippi River. These men are sent where our material, subject to specification, is purchased. The material is tested to the standard requirements of the Illinois Central System, and that which is not up to standard is eliminated from the shipment. Equipment for such tests and the necessary assistance are furnished free of charge by the manufacturer. By this means it can be realized that an assurance of quality can be assumed and a large market for all materials opened.

Operation of the rolling mill came under the test department. This mill, known as a reducing mill, rolled short lengths of iron or steel, after being heated in an oil furnace, into longer lengths of smaller diameter or section, making the material available for use. The commoner sources of the billets for rerolling were scrap arch bars and truss rods, etc., from dismantled cars. Since this supply was cut off, the rolling mill has been discontinued and dismantled. This little mill paid for itself many times over. Figures 3 and 4 show views of the mill and furnace.

The paint mill is operated under the direction of the test department. Practically all the paste paints used on the railroad are ground and mixed in this mill. These include the purple and black used on coal cars, bridges and other steel structures, maroon freight car paint, refrigerator and station yellow, inside trim, inside body, passenger car roof color, green in oil, steel gray machine, bottle green and outside white. Disinfectant, deodorant, rust preventive, car cleaner and polish are



This Machine Tests Cement

also made in the paint mill. The paint mill foreman handles all the paints and varnishes, brushes, etc., purchased and handled in stock book "K" and takes care of the shipment of these materials from Burnside to points on the line. All materials entering into our paints are examined and checked to specifications originated by the test department. None but the highest quality of paint materials is allowed to enter into any of our paints. Paint brushes and painters' materials are examined and checked to Illinois Central specifications.

Pigments Are Ground and Mixed

Views of the paint mill machinery, which involves a simple operation, are shown in Figures 5 and 6. Pigments are ground in linseed oil by two stones, one rotating against the other. This forms a heavy paste which is shipped out in barrels; the necessary linseed oil, thinners, etc., are added on the job. Pigments which are not ground in our mill are mixed together in various proportions with oils, driers and thinners in large mixers as shown in Figure 5. The average monthly production would total about five hundred barrels of paint, calculated as ready for application.

The testing of cement is done under the jurisdiction of the test department. This is carried out in a practical way by making standard briquettes which may be noted in Figure 7 on the right of the dial on the test machine. The tensile strength of these briquettes is obtained at various ages of the cement, after being made into this form in a mold with a certain amount of standard Ottawa sand.

Figures 8 and 9 show views of the laboratory and pieces of apparatus which are used for determining the composition of various materials. It would be a great pleasure to explain and



Two Views in the Laboratory

demonstrate further any of the equipment or methods in the test department to those who are interested.

ENGINE AN INCUBATOR

According to a story emanating from Groveland, Cal., recently, Tom McKenna, an engineer of the Hetch-Hetchy Railroad, is back in camp with six young chickens hatched from the heat of the locomotive boiler. McKenna, anticipating that he would be away from camp at meal hours, had placed the eggs in the en-

gine cab about twenty-five days before. He forgot the auxiliary provisions until he heard the peeping of new-born chicks as they broke through their shells.

A RECORD MOVEMENT

May 14 there were moved north out of Mounds, Ill., 1,267 loads and 142 empties. This is the largest number of cars handled out of Mounds north since April 18, 1918, when 1,293 loads and 133 empties were moved.

Concrete Bungalows Are Strong and Cozy

Here Are Drawings and Floor Plans of Two Little Homes Laid Out for Comfort and Convenience

ARE you interested in concrete bungalows?

The concrete bungalow shown herewith, which could be placed easily on a 30-foot lot, is a model of compact, comfortable and economical building.

Instead of the large dining room, which is used only for two or three hours a day, the architect has planned a small breakfast nook opening out of the living room and leading through the kitchen. This cozy feature is becoming more and more popular in bungalow and apartment design.

The living room has a good fireplace, and the kitchen, though small, is well planned for convenience of operation. The rear porch has a recess for the ice chest.

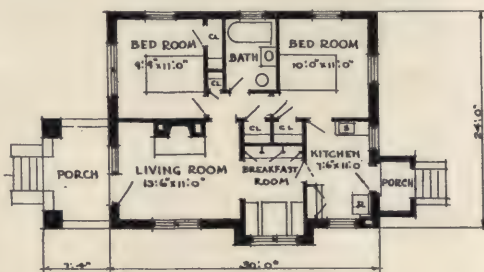
Both the bedrooms have cross ventilation and good closets, and a bathroom is easily accessible from all the rooms.

The front porch is a dominating feature in the front elevation. When decorated with flower boxes and planted around with shrub-

bery it will give a home-like and charming appearance to the dwelling.

A cellar, entered beneath the rear porch, is planned for this house, but could be omitted, if desired, at a very large saving of expense.

The working drawings are laid out for concrete block construction covered with portland cement stucco, which will give the most permanent and fire-resisting, maintenance-free construction possible to get for a small outlay. The cost will be found very little in excess of frame construction.



FLOOR PLAN



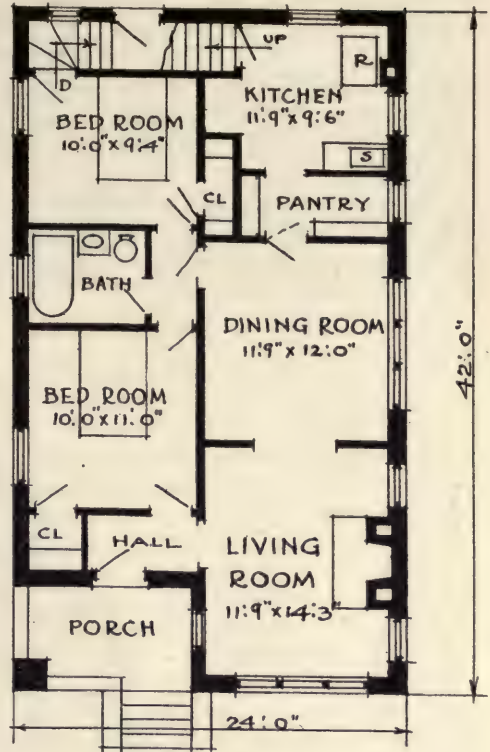
The owner of the compact and comfortable 5-room home shown herewith will find that he has made the very finest investment he possibly could in selecting concrete block and stucco for his building.

The front porch has concrete floor and steps that will never rot, splinter or decay, and from this we pass through a small lobby into a comfortable living room with a fireplace. This leads into a big dining room with triple window and from thence into a convenient pantry and kitchen.

There are two bedrooms, with bathroom well placed between them. The front bedroom can be entered directly from the front vestibule, which is a great convenience when the room is sub-let to a lodger.

It is designed with a cellar under the whole house, but the cellar is not really necessary, as modern methods of hot-water heat run from a boiler-radiator in the kitchen or dining room will be found sufficient to heat the house at half the cost and also save nearly \$1,000 on construction cost. The cellar can be omitted if desired.

Working drawings and bills of material can be obtained from the Portland Cement Association, 111 West Washington street, Chicago. A booklet showing plans for twenty-five houses may also be obtained for 50 cents.



FLOOR PLAN



The Romance of Yellow Pine on Our Lines

Vast Forests of Southern Mississippi and Louisiana Have Almost Vanished Under the Lumberman's Ax

I think that I shall never see
A poem lovely as a tree;
A tree whose hungry mouth is pressed
Against the earth's sweet flowing breast;
A tree that looks to God all day
And lifts her leafy arms to pray;
A tree that may in summer wear
A nest of robins in her hair;
Upon whose bosom snow has lain;
Who intimately lives with rain.
Poems are made by fools like me,
But only God can make a tree.
—Joyce Kilmer (killed in France).

By **W. A. BRADLEY,**

Chief Lumber Inspector, McComb, Miss.

TWO of the pioneer yellow pine lumbermen who were responsible for bringing this wonderful product to the attention of the building world happened to be located on the Illinois Central, which was built through miles and miles of the most beautiful virgin yellow pine forest in the world.

History has it that W. J. Van Zant of McComb, Miss., made a determined effort to interest the buying public in 1872, making several trips north over what then was anything but the Illinois Central of today; but people outside of the immediate yellow pine district could not be made to realize the value of this material. Knowing that if he could once obtain the attention of the building public and show it the real beauty and lasting quality of this wood he would have a permanent market for his product, Mr. Van Zant made yet another trip into what was then considered the far north, and after much effort got one of the retail yards to agree to accept and handle for him a few cars subject to approval. He was to pay all expenses, and their part of the bargain was to display his stock and give it an opportunity to speak for itself. From these few cars and the hard work and advertising by pioneer lumbermen has grown the large industry of today, which is one of our largest revenue producers.

J. J. White Built Mill in 1859

Among the very first saw mills located on the Illinois Central Railroad to manufacture southern long leaf yellow pine was the mill of J. J. White, about two miles west of Summit, Miss., built in 1859 and operated on a small scale for local markets until the Civil War. During the war the mill was closed, but



W. J. Van Zant

it reopened immediately after and operated in the same place until 1870. Then it was moved a short distance and later, in 1883, was destroyed by fire. Mr. White then erected a 50,000-foot daily capacity mill at South McComb, Miss., a plant which was one of the most modern in the entire southern pine territory at that time. Additions were made from time to time until, when it was closed down in 1912 on account of lack of available timber, the daily capacity was 75,000 feet. For this mill the second logging locomotive to come south was bought in 1878. The locomotive is now in good condition; it was used as late as 1913 in the brick yard at McComb for light work. This locomotive has been presented by Mr. White's heirs to the public park of McComb, and it will be on exhibition through the years to come in memory of one of our most successful pioneer lumbermen.

In 1859 we had virtually a solid virgin for-

est of southern yellow pine from Canton, Miss., to Hammond, La.—acres and acres of majestic heaven-touching trees, in beauty not even surpassed by the Douglas fir and redwood of the West. The beauty of these forests was such that it would indeed take a wonderful writer to picture them as they really were. Just imagine a level tableland as far as the eye could see with nothing but trees reaching from 75 to 130 feet to the first limb and from 24 to 48 inches and larger in diameter. Music made by the whispering winds as they blew through this expanse of trees was unequaled

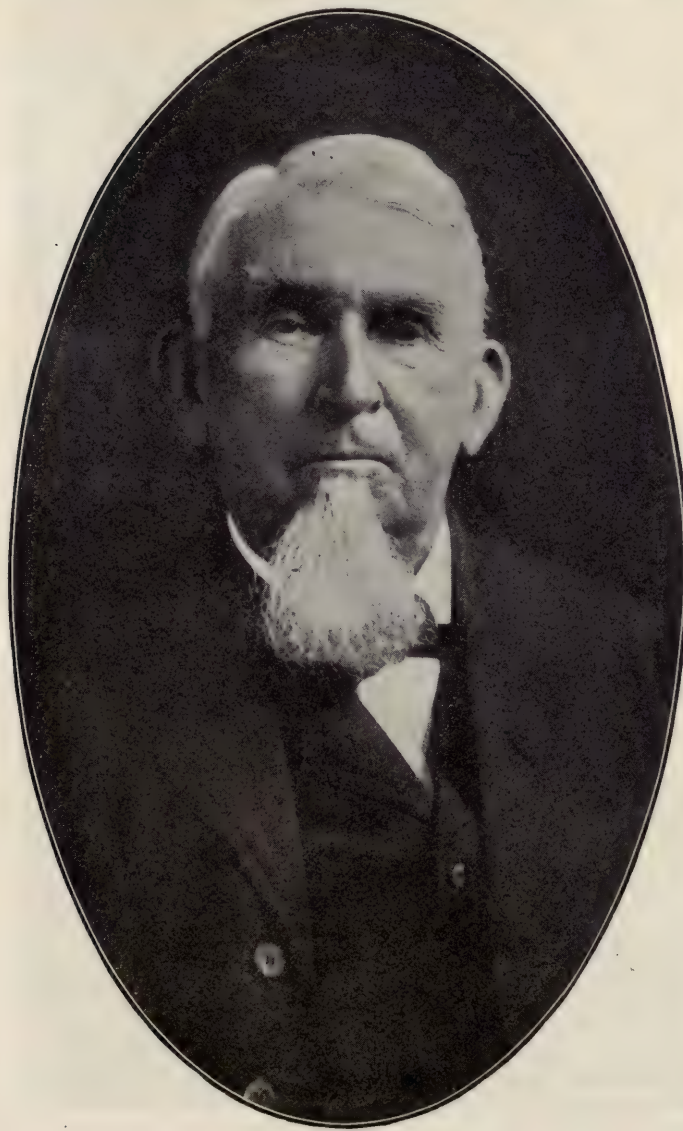


A Carload of Logs

by the music of the sea. This scene was witnessed by the early travelers, and this music was heard by those who traveled on the Illinois Central in its early days before this timber was destroyed and cut. A large part of this timber was cut down, as the railroads in those days destroyed many trees for their rights-of-way, and the pioneers, in improving their farms and building old southern plantation homes that can yet be seen in the interior, destroyed thousands and thousands of acres by burning the trees with no profit to themselves.

Mills Much Larger Now

After Mr. Van Zant introduced this matchless wood to the northern markets, little mills sprang up all over the southern pine territory, but these small, crude mills, with daily capacities of 10,000 to 15,000 feet, did not compare with the plants of today, with daily capacities from 50,000 to 600,000 feet, the largest on our lines. You wonder how it could be possible for so much of the timber to disappear and yellow



J. J. White



Yellow Pine Before—



And After Cutting



Getting Out the Logs



A typical lumber mill, with pond in foreground. The pictures on this and the preceding page show the various steps from the standing tree to the manufacture of the lumber. The logs are dumped from cars into the pond shown above, and are then carried up the incline into the mill.

pine lumber to become known to almost all races of men through the efforts of the early mills.

In 1905 between Jackson, Miss., and Hammond, La., there were available and in the hands of timber merchants as many as 3,000,000 acres of timber, in addition to the holdings of the large mills. About 70 per cent of this has since been sold to small operators for manufacture or destroyed by storms. Since 1905 we have had four terrible storms in our immediate district—1907, 1909, 1915 and 1921—which would hit a tract of pine timber and uproot or break off millions of feet, leaving a trail of destruction, as the timber would be twisted, torn and broken until it would be useless for manufacturing into lumber. Winds seem to have a particular fondness for this timber, as long leaf yellow pines grow tall and straight without limbs until at the top there is always a cluster which makes for top-heaviness. They also have a small tap root and are shallow growers.

In 1905 any amount of the 3,000,000 acres of choice virgin long leaf yellow pine could have been purchased for \$3 stumpage; in 1922 what is left in this immediate territory and all other southern yellow pine territories sells for \$12, with taxes twelve times as much as they were in 1905 and annually more per acre than Mr. Blodgett paid for the famous Blodgett tract of timber and land in South Mississippi before the value of the product was known.

Some Mills Still Operating

On the Illinois Central Railroad at that time



A Typical Logging Engine

—1905—were located some of the largest and best yellow pine mills, and some of these mills are operating at this time.

The history of Enochs Brothers, Fernwood, Miss., reaches almost back to that of Mr. Van Zant. They have had for years a large plant with every modern convenience and a standard gauge railroad from Fernwood to Columbia, Miss., on the N. O. & G. N. They have about fifteen years' cut ahead of them if their timber is not destroyed by storms. We never have the destructive forest fires of the north and west.

The Brooks-Scanlon Company, Kentwood, La., also goes back "a long ways," as the Southerner expresses it. This company took over the holdings of the Banner Lumber Company, which had been operating on a smaller scale since 1890. This wonderful plant will



A Squared Log Requiring Two Flat Cars

be idle after this year on account of lack of available timber.

The Hammond Lumber Company, Hammond, La., while not so old in the business as some, has been operating for a number of years and has large holdings of timber which will enable it to operate for something like fifteen years.

Fixed for Fifteen or Twenty Years

The Natalbany Lumber Company, with sales office at Hammond, La., probably has more timber than any other one company on our tracks at this time, as it operates a large mill at Norfield, Miss., known as the Denkmann Lumber Company, which has available timber for twenty years, and one at Natalbany with just a few years' cut, as well as the plant at

Canton, Miss., which cuts principally rosemary pine and hardwood.

The small mill has played an important part in the history of this industry. In 1905 we had on our lines and on immediate connecting logging roads about 300 small mills with an average daily capacity of 10,000 feet. Contrast this with the small number operating today, not more than fifteen, and this will help you to realize that the millions and millions of acres of timber through which the Illinois Central was built have been manufactured and moved to distant markets over our tracks. In just a few years the yellow pine industry will be history in the neighborhood of the Illinois Central.

Radio Test Successful on Freight Train

What is probably the first real test of radio receiving on a freight train running 30 miles an hour has been finished by A. A. Freiberger, chief dispatcher; R. P. Shelton, lineman at Memphis; A. E. Stahl and Glen Roach, telephone experts, all in the employ of the Illinois Central System at Memphis.

The experiment was not an official one. It was brought about for the enjoyment of the railway men when Mr. Freiberger and a party were en route to Moon's Lake on a fishing trip.

The party left Memphis on freight train No. 51 at 6:45 o'clock in the evening. They placed their self-constructed wireless outfit in a coach caboose. Wires were stretched over the top of the coach for antennae, and another wire placed under the coach and used as a ground wire.

The bulb set was used for receiving with 2-stage amplification. About 7 o'clock in the evening, when the train was under full headway, signals were picked up from Memphis station, and the entire programs were heard as if the singers were in an adjoining room, says Mr. Freiberger. Indianapolis was picked up clearly and heard distinctly, excepting a few moments when the static became bad, which prevented further hearing.

The test was made on a fast moving freight between Nonconna and Clarksdale, Miss. Mr. Freiberger says signals came just about as



Chief Dispatcher A. A. Freiberger, Memphis, Tenn., with four hours' catch, Moon Lake, June 5, 1922.

clearly when the train was traveling 30 miles an hour as when it stood still at water tanks.

During the concert at Indianapolis two freight trains passed under full headway, one traveling north on a different track. The noise of the passing train had no effect on the clearness of the radio service, and this was the most valuable part of the whole experiment, says Mr. Freiberger, as the members of the crew had agreed among themselves that a passing train would probably bring such an interruption the signals could not be heard.

The party proceeded to Moon's Lake, where they spent a day fishing with fine results, Mr. Freiberger proving himself the champion fisherman of the crowd, landing a number of very fine catches.—Memphis (Tenn.) *Commercial-Appeal*, June 9.



My Country

By Dr. Frank Crane

I AM AN AMERICAN.

I belong to the United States of America, and am proud of it, because my country is great and strong, and its ideas are just and humane.

I love my country because it is a democracy, where the people govern themselves, and there is no hereditary class to rule them.

I love my country because the feeling of the people is against all classes, and what classes we have are constantly mingling and breaking up.

I love my country because it never wishes to conquer any other country, nor to annex any territory that does not belong to it without the consent of the people who live in such territory.

I love my country because the only use it has for an army and navy is to defend itself from unjust attack and to protect its citizens.

I love my country because it is founded on the principle of federation and not of empire.

I love my country because it asks nothing for itself it would not ask for all humanity.

I love my country because it is the land of opportunity; the way to success is open to every person, no matter what his birth or circumstances.

I love my country because every child in it can get an education free in its public schools, and more money is spent on training children here than in any other country.

I love my country because women are respected and honored.

I love my country because here it is considered honorable to work, and those people who do no useful labor are looked upon with disfavor.

I love my country because if any one is dissatisfied with things as they are he can change them if he can induce enough people to agree with him.

I love my country because its people are industrious, energetic, independent, friendly, and have a sense of humor.

I love my country because it gives me full opportunity to live my own life, and I wish so to live that I shall be of service to my country. I will strive to be a good citizen—I will live for my country.

If Need Be I Will Die For It

©Dr. Frank Crane.

Editorial

HOW THE PUBLIC CAN HELP

Probably no other subject relating to the railroads has been so extensively written about or so thoroughly agitated as has the subject of accident and injury prevention. Every known method has been utilized to disseminate the message of conservation of life and health. The railroads have spent many millions of dollars in perfecting and adopting safety devices and appliances. Railway workers have been trained in the safe way of conducting themselves on duty, and discipline has been enforced to require workmen to observe the greatest caution in protecting the lives and property placed in their care. The result has been a creditable reduction in the number of accidents occurring on the railroads.

But, while accidents on the whole have decreased, accidents at railway-highway grade crossings have increased. The very fact that the trend in crossing accidents has been counter to the trend of accidents generally seems to indicate that the control of crossing accidents does not lie within the power of the railroads and their employees. That is true. Despite everything that the railroads and their employees can do—and, as one citizen says in an interview in this number of the *Illinois Central Magazine*, they are doing everything they can—the grade-crossing peril will exist so long as automobilists continue to disregard the fundamental law of self-preservation.

We believe that another citizen whose interview is published in this number is right when he says that automobilists must be trained out of the habit of thinking: "It happened to him because he was foolhardy; it will never happen to me." Death at a grade crossing will never overtake the driver who stops his car just before reaching the tracks and makes sure that he is safe in crossing over, but death does lurk at the crossing for the driver who fails to exercise that precaution.

When the railroad has placed signs at its crossings and enginemen are careful to give the required signals of approaching trains, the blame for an accident should be placed by the public upon the automobilist who dashes upon

the tracks, putting his life and the lives of the other occupants of his car in jeopardy, shattering the nerves of the engineer whose hand controls the rapidly moving train and putting the property of the railroad and the lives of railway employes and passengers in danger of destruction. Railway trains have been wrecked not infrequently by the carelessness of automobile drivers. There is a liability of great danger to life and property when a train strikes, for example, a heavily loaded motor truck. There is evidence that the courts and the public are coming to take notice of this feature of the problem, for recently a railroad brought suit at Cleveland, Ohio, against the owner of a truck that had been struck by a train at a grade crossing and recovered the full amount of its claim for damages.

One of the citizens interviewed in this number of the magazine emphasizes the point that the "Careful Crossing" campaign of the railroads this summer is an unselfish, altruistic one and should have the support of every thinking man and woman.

MASS COURTESY

Individual examples of courtesy are pleasant to experience, but when one meets up with an organization of 60,000 individuals every one courteous and obliging, it is an experience which makes a lasting impression. A courteous conductor can make a passenger's ride a pleasant one, but when the conductor is assisted by the ticket agent, the baggageman, the brakeman and the other employes with whom the passenger comes in contact, the ride in a passenger train becomes, in its true sense, a joy-ride.

That's the kind of courtesy in which the Illinois Central System is specializing. There never has been a time when we haven't had thousands of courteous employes—men and women who delight in finding ways to make our patrons feel at home with us—but just now we are intent upon making the courtesy of this railway system a 100 per cent manifestation.

There's no room in our organization for a

discourteous workman. If there is one among us—we hope there is not—who does not delight in transmitting pleasure to others, he owes it to the rest of us to change his ways at once. He queers our game. Perhaps you may know some such individual; we hope you do not, but if you do, why not give him a quiet tip that we are counting on him for teamwork in making the record of the Illinois Central System outstanding as the railroad where courtesy comes first.

Some persons seem to have the idea that courtesy is something for ticket sellers and train service men alone to cultivate. That isn't true. There is just as much reason why every person who interviews a patron, in person, by telephone, or by letter, should be courteous and obliging at all times.

The Illinois Central System right now is in the forefront of the railroads of the country in that respect, but let us never be satisfied, let us always be seeking diligently to improve our record.

SEE; THEN TEACH

The railroads are paying considerable attention to the education of the public on railway subjects. There is a great need for that work. The railroads will continue to progress as servants of the public if they are given the right kind of support by those whom they serve, but if public opinion is not constructive, if those who want to see the railroads break down are permitted to dominate public thought on railway questions, the end of progress will be swift and certain. The desire to have the public fully informed about the railroads is not altogether a selfish one. A breakdown of the railroads would be disastrous to the entire country; every business would suffer; hunger would stalk the streets of our great cities; millions would be thrown out of employment; chaos would reign.

However, we cannot expect the average citizen to take a greater interest in the problems affecting the railroads than railway officers and employes themselves take in them. Among railway men who know their own particular jobs exceedingly well, there are some who have not availed themselves of the opportunities for self-education on the problems which, in the last analysis, have a direct relationship to their own future security.

There is little excuse for this situation. With the opportunities offered railway officers and employes to study railway questions, a person

who fails to avail himself of those opportunities is neglecting an important field of his own development.

That man is a better worker who has the broader vision. The story is told of a man who approached three workmen and asked each what he was doing.

"I am putting stones in place," said one.

"I am working for \$6 a day," said another.

"I am helping to build a great cathedral," said the third.

The first and second workmen may have been as adept at masonry as the third, but it is a safe bet that the third workman was finding more solid contentment in his work and hence was a better workman. He was making a definite contribution to something which would stand for generations as a tribute to his craftsmanship.

The railroads are engaged upon an industrial enterprise which is of the utmost importance. It is said that the railroads perform a service second in importance only to that performed by the farmers, but that comparison reminds us of the late controversy over "who won the war." As a matter of fact, the railroads and the farmers are dependent upon each other; one could not continue in business except for the other. And if the railroads were to cease operations the country would collapse in ruins.

Railway men need to get the vision of the enterprise upon which they are engaged. Too many have defective eyesight; they need glasses. The glasses are offered them in the opportunities which encompass them for self-education about the railroads and the railroads' problems.

Every railway man in the country ought to be an active worker in the task of securing a better understanding of the railroads on the part of the public. But to do that the worker must first educate himself in the fundamentals of what he is to teach.

GET A NEW VIEWPOINT

Before the ink has dried on this page the days will be growing shorter, summer will be on the wane. These seasonal reminders of the flight of time might well be occasions for taking stock of what we have accomplished and for fortifying ourselves for the days which are left us. There is so much to do, it is such a joy to live, and our days are so few and so short. We cannot arrest time in its flight, but by planning we can use our time effectively.

Too many of us are slaves of our timepieces.

The alarm clock brings us out of bed with a rush, we hurry through breakfast at a speed that takes the joy out of eating and disrupts our health, our working hours are a nightmare of tasks that are never ended and we go home at night physically and mentally exhausted, our nerves tingling and our heads throbbing. Our work grows distasteful, and we long to chuck it all and seek relief in some spot never invaded by alarm clocks and typewriters and unanswered letters.

We cannot master our work by forever rushing at it like a maddened bull. Nothing is truer

than the old adage that "Haste makes waste." Our fault is in permitting ourselves to be put on the defensive. The individual who assumes the offensive with respect to his work, and attacks it diligently and confidently, has the tactical advantage.

We cannot muffle our alarm clocks, and the typewriters cannot be stilled. There will be letters to answer so long as we help to carry forward the world's work. But we should master our time—put ourselves on the offensive—attack our work, instead of permitting it to attack us.

BOYS' BAND HAS ILLINOIS CENTRAL LEADERS



The Mattoon Rotary Club Boys' Band. Director Darnell is shown in the center of the back row in the dark uniform. The second from his left hand is Manager Able.

Sixteen boys of Mattoon, Ill., ranging from 11 to 19 years in age, met on March 1 and organized a band, appointing Winston A. Darnell, accountant in the Indiana division office of the Illinois Central, as director and Forrest Able, messenger boy in Superintendent Roth's office, as manager. The boys rented a large garage, and immediately "got busy," meeting at least one night a week, sometimes more frequently, for practice. In the meantime, each individual took outside lessons. Fines were imposed when lessons were omitted and practice nights "skipped." The membership rapidly increased to twenty-three. The boys worked diligently and earnestly. Soon there came to the ears of one of the members of the Mattoon Rotary Club an echo of the splendid work the boys were accomplishing, and he had some of the musical members of the club go out to hear them prac-

tice. These men were so agreeably surprised in what they found that they succeeded in having the boys immediately "adopted" and given the name of "The Mattoon Rotary Club Boys' Band." They made their initial appearance in the Rotary parade at Mattoon, May 27 (less than three months after being organized), at which time their splendid appearance and efficient playing caused much favorable and enthusiastic comment among the onlookers and bystanders and gave their adopted parents, the Rotarians, much cause for just pride. The band has since been in great demand.

THE REAL REASON

Arthur—I know a man, married for thirty years, who stays at home every evening.

Amy (with feeling)—That is love!

Arthur—No! It's rheumatism!

PUBLIC OPINION

What the



World Thinks

MISPLACED SYMPATHY

When a railway train strikes an automobile which has been carelessly driven upon the tracks at a grade crossing, turning the car into a mass of crumpled steel and killing or maiming the occupants, the person most entitled to sympathetic consideration seldom gets it. He is the locomotive engineer. He does everything within his power to prevent injuries and loss of life, and yet, in spite of all he can do, reckless drivers often turn his run into a nightmare.

We have in mind a conversation with a locomotive engineer running out of Carbondale on the Illinois Central, who ran over and killed a man asleep on the track, with a bottle of whisky in his pocket. The train was rounding a curve; the engineer did all in his power to stop; he said he realized that the man was to be killed. He said he suffered untold agony as he fixed his gaze on the man he was to kill, and powerless to prevent it.—Carbondale (Ill.) *Herald*, June 8.

WHO ARE "THE RAILROADS?"

When "the railroads" are discussed for vote-getting purposes, they are always pictured as fat gentlemen with dollar marks on their clothes, and the impression is carefully fostered that only a few men own the roads. If ownership or control can be pinned on one very wealthy and unpopular man, so much the better for political purposes.

A recent statement issued by the Northern Pacific road gives some surprising facts as to ownership. The total number of employees of the road is 35,244, while there are 36,000 stockholders and 30,000 bond owners.

The wages paid in 1920 amounted to \$66,000,000; the dividends paid that year amounted to \$17,000,000; and the interest paid amounted to \$12,000,000.

So, instead of a few fat men with dollar-marked clothing owning this railroad, it has twice as many owners as it has employees.

Much the same conditions exist in regard to other railroads. The Pennsylvania, for example, had 141,921 stockholders on March 1, and the average holding was approximately 70 shares. About 66,000 of the stockholders were

women, presumably a large percentage of these being widows to whom the stock had been willed.

"Big Business" in America is composed largely of small units. Any blow aimed at business prosperity is a blow at only a few big investors, and at the millions of smaller investors as well.—Pittsburgh (Pa.) *Labor World*, May 25.

A DISGRACE TO THE BAR

The growth in recent years and present extent of the practice of soliciting professional legal business is not the least interesting portion of a report on the general subject just made by a special committee of the St. Louis Bar Association. The number of lawyers who resort to the practice is not an important percentage of the total bar members, but the system followed is elaborate and extensive and includes the employment of paid agents to extol the merits of particular lawyers and such comprehensive means of obtaining early information as to accident cases that the term "ambulance-chasing" is by no means always figurative as applied to one phase of the evil. That the representatives of damage-suit lawyers often importune the victims of accident before the surgeons can devote their skill to the injuries at the hospital seems literally true in many instances. To capitalize for certain practitioners the litigious possibilities of personal injuries is, however, not the only object of these censurable activities. The committee says that through means of less crudeness retainers are solicited from corporations having remunerative legal business.

Commercialized activities of such a sort and on such a scale are most unworthy of a learned profession, and their results stamp them as an unquestionable public evil. Time and again, after local courts have returned verdicts in comfortable amount for major accidents having some such distressing outcome as blindness or loss of limbs, it has been discovered that for a brief period of professional effort rapacious lawyers have obtained as much of the total award as remained to indemnify the victim for disabilities lasting throughout his lifetime. Divisions of the judgment so monstrous are generally made under jug-handled contracts ob-

tained while the victim was still suffering from shock or unaware of the seriousness of the injuries.

The special committee recommends a bar rule prohibiting the evil, a standing committee to see to its enforcement, disbarment as a penalty for violation, exclusion of solicitors from hospitals and a special act of the Legislature dealing with the matter. These are vigorous measures. That the legal name for the offense, "barratry," is derived from a word meaning "to barter" or "to deceive" is significant. Deception is almost always a resort of the ambulance-chasers, often a cruel, larcenous deception. From the ethical standpoint lawyers are particularly concerned in suppressing an evil that brings the bar into disrepute, but the public has a grievance of its own against these eaters of ambulance dust and plundering loiterers about the operating room.—St. Louis (Mo.) *Globe-Democrat*, May 10.

WHY RUN FOR A TRAIN?

The man who runs for the train sometimes catches it, and sometimes gets tangled up with the wheels and loses interest in subsequent developments.

It is important to catch a train, but not nearly so important as it is to continue in this life with all one's limbs and features in the condition they were.

It may be gathered from the foregoing that this is an editorial on procrastination, which it is.

Now the gentleman who is running for a train does not look like a procrastinator. Yet if he were not a procrastinator there would be no need for him to run for a train.

Trains start on schedule time, not whenever the conductor notices that he has a load of passengers aboard.

One who contemplates a journey has abundant opportunity to look at the time tables and to make his plans accordingly. No matter how busy he may be, if he really wants to make a particular train he can do it.

If the loss of the three or four hours that will elapse before the next train starts for the same place are important to him, he will do better to be on hand in plenty of time to get himself and his baggage comfortably disposed before starting time.

Otherwise he may slip on the steps, and, although he escapes with his life, do himself more

harm than the loss of that particular train could possibly do.

The catching of trains was chosen as the subject of this article because life is figuratively just one train after another.

A great many years ago, Shakespeare wrote about the tide of affairs of men which taken at the flood leads on to fortune. There were no trains in Shakespeare's time.

Opportunity, which is not so rare a visitor as the proverb would have us believe, is much like a train in that if taken deliberately it is an easy way of going where we want to go. Try to rush it, and it either gets away altogether or leaves the aspirant floundering on the platform as it departs.—JOHN BLAKE, in the *Chicago Daily News*, May 19.

HAS FINE RECORD



The oldest engineer in service on the Louisiana division is John T. Stuart, who was born May 1, 1861, and entered the service of the Illinois Central November 1, 1881, as a fireman. In August, 1883, he was promoted to engineer. Only one reprimand and five demerits have been assessed against his record during his service of forty years. Mr. Stuart is in charge of passenger trains Nos. 321 and 323, operating on the Yazoo district.

Maintenance
of Way
Department

Material Means Money

Save It

Shovels

**Abuse of shovels, like rust,
Consumes faster than labor wears.**
—Poor Richard III.

During the last four years the Illinois Central and Yazoo & Mississippi Valley railroads used 129,110 shovels of all kinds at a cost of \$143,001.50. Sixty-eight per cent, or 88,266, were track shovels, representing an expense of \$81,102.35, or an annual expenditure of \$20,275.59 for track shovels alone.

An average of seventy-four track shovels were furnished each working day at a daily expense of \$70. Assuming that 50 per cent of the time the track forces used no tools other than shovels, the average life of each shovel was only a little more than two months.

Track shovels will, of course, wear out in time—certainly not in two months. Most of them are discarded on account of damage caused by abuse rather than wear, and no doubt

many are diverted to other than railway use. The proper care and use of track shovels should reduce the purchase of new shovels at least 50 per cent, which represents a saving of more than \$10,000 a year.

Many shovels are broken by nipping up ties with them, and others through being used to pull ties out of the track. Shovels are also damaged by being used to drive stakes and for other purposes requiring a hammer or maul.

Shovels should not be thrown violently from hand or motor cars or in handling, nor should they be thrown promiscuously in a pile with lining bars, jacks and other heavy tools or material likely to damage them. They should be handled in such a manner that they will not be subject to breakage or other damage.

Where shovels are used for handling mud, they should be cleaned after use, and the blades oiled if they are not to be used again for some time.



Value, as Scrap, Nothing; as Shovels, \$1,500

Five of Our Vicksburg Division Veterans

One Agent, Two Engineers and Two Conductors on the List Have Service Records That Total 172 Years

FIVE employes on the Vicksburg division of the Illinois Central System have given commendable service for a total of 172 years. The oldest in service of the five became an employe of the company thirty-eight years ago, and the youngest started work twenty-seven years ago.

G. B. McCaul, agent at Rolling Fork, Miss., opened the first station at Shelby, Miss., thirty-eight years ago. He had never had experience as an agent at that time, but he was successful in his new position. H. J. Lawrence, thirty-eight years in service, has served as conductor for more than twenty-three years without injury to any of his passengers. C. W. McCaul, engineer, thirty-seven years an employe, entered the service of the Louisville, New Orleans & Texas Railroad when the right-of-way was banked by a wilderness that was filled with wild animals. J. W. Leach, engineer, with a record of thirty-two years, has made good use of the hard knocks of his early experience, and has developed into one of the best engineers on the division. A. C. Henry, conductor, twenty-seven years in service, advanced from baggage master and express messenger to conductor in three years.

His Station Antedated a Town

G. B. McCaul, agent at Rolling Fork, Miss., was the first agent at Shelby, Miss. That was thirty-eight years ago, and the Yazoo & Mississippi Valley was then the Louisville, New Orleans & Texas. There was really no Shelby, Miss., at the time. The railway station was the only building there. But Shelby gradually grew into a village.

Mr. McCaul had been an operator for another railroad, and he followed one of his superior officers into the service of the L., N. O. & T. in 1884.

When he was on the way to Shelby, he says, he met the auditor of station accounts. The auditor, a Mr. Cabiness, asked him if he knew anything about station work. Mr. McCaul frankly told Mr. Cabiness that he did not. The auditor told him that he would call at Shelby the last of the month to help make the reports, but when the time came Mr. Cabiness did not appear. Mr. McCaul says that he wor-

ried, perspired, worked and guessed at those reports until he became worn out, and then he sent them in. In a few days, the auditor called at Shelby, and Mr. McCaul asked him why he did not come to help on the reports.

"I saw the reports you sent in," Mr. Cabiness said. "Just keep on sending them in like that."

The reports in those days, Mr. McCaul says, were just one sheet of paper. The daily freight receipts and the ticket sales were entered on a blank; then at the end of the month a statement of the debits and credits was made.

And in those days, if a piece of freight was lost, the agent had to pay for it.

Slept in the Waiting Room

The station at Shelby was a small 2-room building. One room was the office, and the other the waiting room. Mr. McCaul slept in the waiting room.

In the year Mr. McCaul stayed at Shelby, several families moved to the place, and two stores were built. He was then transferred to Hampton, Miss., as agent.

After he had been there about a year, the company opened a station at Glen Allen, two miles from Hampton, and requested Mr. McCaul to take charge of it also. He went from one to the other on a handcar for ten years, and his salary was \$90 a month.

He was then made the agent at Rolling Fork, and after a year was transferred to Friars Point, Miss., where he remained for three years.

About a thousand bales of cotton were handled each year at Friars Point then, Mr. McCaul says, but one man bought all the cotton grown in that section and loaded it himself. The only work left for the agent was to receipt it by carloads. Only twenty-seven bales were loaded in a box car then. They were not double decked as they are now. But with flat cars it was different. Fifty-two bales were often piled upon them. Mr. McCaul remembers one flat car that was loaded with so much cotton it swayed dangerously from side to side. That was while he was at Shelby. He straightened the bales and allowed the train to proceed.

Three years passed while Mr. McCaul was

agent at Friars Point, and he then returned to Rolling Fork, where he remains as agent.

Passenger Conductor 23 Years

H. J. Lawrence, thirty-eight years in the railway business, has been a passenger conductor for more than twenty-three years, and he has served in that capacity without an accident or an injury to any of his passengers.

Conductor Lawrence entered railway service with the C., O. & S. W. Railroad, now the Kentucky division of the Illinois Central, as a telegraph operator, August 1, 1884, at the age of 19, and worked at various stations as agent and operator until December, 1889. On account of ill health, he went west and remained about one year. On his return he entered the service of the L., N. O. & T. Railroad as flagman, February 15, 1891. He was promoted to freight conductor December 20, 1891, and promoted to passenger conductor in February, 1899. His run was between Memphis and Vicksburg, and he continued in this service after the L., N. O. & T. was taken over by the Yazoo & Mississippi Valley.

Conductor Lawrence is typical of the "old school gentlemen," the men whose self-respect and consideration set an example for others to emulate, and he has won a warm place in the hearts of all who know him.

In earlier days the runs covered by Conductor Lawrence from Memphis to Vicksburg embraced only the one division. In 1901, when the Vicksburg division was organized, he chose to remain with it. As a result of this choice he is the oldest conductor in service between Memphis and Vicksburg.

The advancement of Conductor Lawrence is an example of well-deserved promotion. At all times he has had due regard for the interest of the company which he represented and the public that this company served. He is quiet and unassuming, always careful with the women and children under his guardianship, on or off duty.

Prompt Action on Fish Shipment

A fish story in connection with Conductor Lawrence's career most forcibly points to the manner in which he serves the Y. & M. V. and its patrons.

Conductor Lawrence once had orders which read: "Stop at Anguilla for passengers." His train stopped, and while baggage and passengers were being taken aboard he noticed twenty barrels of fresh fish near the track. He walked over, noted the tags on the barrels and saw they were consigned to New York. He asked

the station agent when the fish were to be shipped and was told, "Tomorrow." He glanced at the passengers and pile of baggage and then asked the agent, "Why not put them on my train and save twenty-four hours on the shipment?" The agent said they were not billed; whereupon Conductor Lawrence asked if the billing could be made while the twenty barrels were being loaded in the baggage car. The agent replied that it could be done. Conductor Lawrence said, "We'll do our part of the hustling while you make out the billing." As a result, these twenty barrels of fish were taken to Memphis on that train and sent to New York twenty-four hours ahead of time.

Conductor Lawrence has a brother, B. T. Lawrence, who is a passenger conductor on the New Orleans division.

Motorist Begged His Pardon

C. W. McCaul, engineer on the motor car between Greenville and Rolling Fork, Miss., has had the unusual experience of having a motorist, whose car collided with the railway coach, beg his pardon for the accident.

It was only a short time ago that he noticed an automobile approaching a grade crossing at a furious rate. Mr. McCaul was advancing on the same crossing at about forty miles an hour. His previous experiences warned him to keep his eye on that motorist, for he was going to try to beat the railway car across the crossing instead of stopping on the near side. Mr. McCaul shut off the power on his coach so that he could stop in a short distance. When he was only a few feet from the crossing, the automobile was still dashing forward, although there was not a chance for it to get across first. Mr. McCaul firmly set the brakes and brought his coach to a dead stop at the center of the crossing just as the automobile jammed into the pilot.

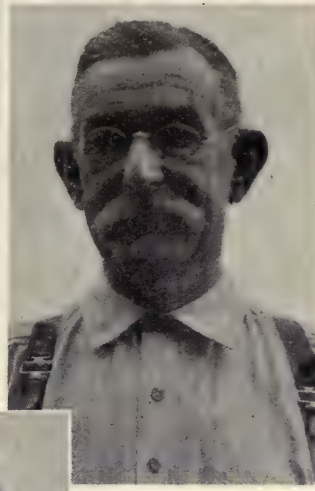
"I beg your pardon, Mr. McCaul," the motorist said. "It was all my fault. I was going so fast I couldn't stop. Please don't tell anyone that this has happened, for I don't want it known that I was such a fool."

Started Work at \$38 a Month

Mr. McCaul, who is a brother of the G. B. McCaul previously mentioned, is a native of Mississippi. He entered the service of the L., N. O. & T. in 1885 when the right-of-way was banked on each side by wilderness filled with wild animals. His first job was night watchman for a work engine at Shelby, Miss. It was No. 55, an old New York Central en-



G. B. McCaul



C. W. McCaul

Veterans
of the



A. C. Henry

Vicksburg
Division

J. W. Leach



H. J. Lawrence



gine. He had to clean and wipe it, put out, bank and make fires and call crews—all for \$38 a month. He was there about six months and was transferred to Hampton as night watchman. After another year of the tedious watchman's toil, he was made a fireman out of Hampton on the Lake Washington branch.

When the high water of 1890 destroyed bridges and great stretches of the right-of-way, Mr. McCaul was placed in pile-driver work. In the succeeding high-water periods of 1892 and 1897, he was in the same work. The high water of 1892 probably did more damage than any of the others, he says. The bridges were all washed out, and in some places the track was washed a mile away from the right-of-way.

Proud of His Motor Car

Later Mr. McCaul went to Greenville as hostler at \$60 a month. Soon he was made engineer on a switch engine there. In 1898 he was given the local run between Greenville and Leland, which he held for five years. He then was given a main line run between Vicksburg and Cleveland.

About six years ago the company sent a motor car for service between Rolling Fork and Greenville, and Mr. McCaul was given the position as engineer. He has held that position since.

The motor car is equipped with a 200-horsepower gasoline engine which operates a 600-volt generator. The generated electricity is the power of locomotion.

Mr. McCaul thinks as much of the motor car as one does of a watch. Instead of abandoning his car on a siding when the run is completed, Mr. McCaul can frequently be found going over the engine with greatest care. He is as regular in his work as the days on a calendar, and has never had the motor car out of order.

Mr. McCaul says that the engineers took mighty good care of their engines in the early days of his experience. Hard hammers were never used on bolts; nor were chisels and hammers used on nuts. And the engineers overhauled their engines nearly every Sunday.

Learned Lessons From Experience

J. W. Leach, engineer on the Vicksburg division, has developed into one of the best engineers on that division by turning the hard knocks of his early experience into useful information. What many would term bad luck started with Mr. Leach when he first was made an engineer. His engine broke down when he was but a few hours on the very

first run. And it seemed, he says, that every run after that for some time was hampered by some trouble. He admits that it was discouraging to him, but he says that each mishap made him determined that a like occurrence should not happen again. And in that way his unusual caution was developed.

Mr. Leach entered the service of the L., N. O. & T. as a watchman at the shops at Vicksburg in 1890. After a few days he became a hostler's helper, and in four months he took a position as a fireman on a switch engine in the yards there.

He was not kept at any one job very long at a time, he says. In those days, when an urgent piece of work was to be done, the employe who was capable and available was put on it, no matter what he was doing at the time.

For six years, Mr. Leach fired, hostled and ran a switch engine at almost every point on the division. The division then comprised the present Memphis and Vicksburg divisions.

Bad Luck on First Freight Run

It was in 1896 that he was made an extra freight engineer and given his first run from Memphis to Clarksdale. Everything was working smoothly until he reached Walton, later renamed Moon. At that point the piston rod broke, and the cylinder heads were knocked out.

Mr. Leach was an extra engineer for two or three years and then was given a regular engine for freight service. He ran engine No. 38, with 17-by-24-inch cylinders and a 2,400-gallon tank, a total distance equal to that from here to the moon, he says.

When construction on the Yazoo Delta Railroad was started, Mr. Leach was engineer on a pile-driver. The name, Yazoo Delta, inspired the happy-minded persons of that part of the country to call the new road "Yellow Dog," and, much to the displeasure of the officials, the nickname has stuck.

Mr. Leach's first regular passenger run was between Clarksdale and Yazoo City. He remained there for four or five years, then ran extra out of various points on the division. November 1, 1918, he was given the run between Memphis and Vicksburg. He continues on that run on No. 12 and No. 15 today.

Rose to Conductor in Three Years

A. C. Henry, conductor on the Vicksburg division, was advanced from baggage master and express messenger to conductor in three years. Good conscientious work and an in-

creasing interest in the affairs of the company were the causes of his rapid promotion.

In 1895 he entered the service as baggage master and express messenger on a train between Greenville and Leland, Miss. He had been in that work two years when he accepted a position as flagman. The Vicksburg division was part of the Memphis division then, and Mr. Henry worked as flagman on various runs over the entire division. His ability and willingness for work won for him a promotion to conductor before a year had passed. He was given the Riverside local run between Coahoma and Rolling Fork.

There was no such thing as a 16-hour law or an 8-hour day then, Mr. Henry says, and many times he worked thirty-five hours without rest.

He remained on that run for two and one-half years, and was then made extra passenger conductor. He worked out of various points over the division for two, or three years before he was given a regular run.

Mr. Henry's first regular run was between Greenville and Percy, Miss., and he remained on that for two years. In 1905 he was given the run he now has between Memphis and Vicksburg. He is conductor on Nos. 12, 13, 14 and 15.

Mr. Henry says that his train crashed into a box of Bibles that was too close to the track at Hampton, Miss., one day. The box and contents were demolished. When the run was finished, he says, the porter came to him and said: "Well, Cap'n, we sho' scattahed the word of God this mawnin', didn't we?"

How Floyd Mays, Jr., Whipped a Monkey

The Honorable W. J. Bryan and his anti-Darwin crusaders, to whom the very mention of a monkey is abhorrent, would have been tickled could they have witnessed the victory of little Floyd Mays over an ill-natured and somewhat pugnacious monkey—that is, if Floyd's story is to be believed.

Floyd, aged 6, who is the son of Superintendent F. R. Mays of the New Orleans division, was taken by his mother to visit a traveling zoo which was exhibiting in Vicksburg. The youngster displayed but passing interest in the various animals on exhibition, but on spying the monkey cage was instantly attracted. He greeted all the simians cordially and offered to shake hands with one that, judging from his grave demeanor, seemed to be a chief among them. Apparently highly incensed with Floyd's familiarity on such short acquaintance, the old monk reached out and made a vicious claw at his face.

Did Floyd fight back? He did—not. He let out a yell that would have made a young Comanche envious. He hid his face in his hands in terror and squalled as only a frightened youngster can. Indeed, he revealed a pair of lusty lungs. It was a good while before his mother and her friends succeeded in quieting him.

Afterward, in recounting the visit to the zoo to his father, Floyd carefully avoided any reference to the monkeys, but was quite glib in his description of the other animals.

"But, Floyd," said Mr. Mays, "were there no monkeys at the show?"



"O, yes, Daddy," replied Floyd, not a bit abashed, "but they're a bad lot; haven't even got any manners."

"Why so, Floyd?" said Mr. Mays.

"Well, I wanted to shake hands with one old fellow, and he just reached out and tried to scratch my face off."

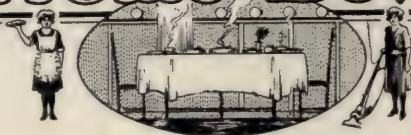
"And then what did you do?"

"Oh, I fixed him mighty quick," said Floyd, assuming an air of superior bravery. "I just stepped back and said 'boo' at him, and it nearly scared that monkey to death."

The Home Division

Edited by

Nan Carter



A Paper on Powder and Paint

Poets have sung the praises of the sunshine of a woman's smile, but none has ventured to eulogize the "shine" on her nose. It would not be safe! A "shiny" nose is considered the bane of feminine existence, as shown by the omnipresent powder puff. The modern woman would as leave venture forth without her hanky as to overlook the bit of magic lamb's wool or velour. It has become a part of her equipment, since her poise depends to a large extent upon knowing that she is good to look at. And who can lay claim to beauty with a shiny nose? Cleopatra herself would have declared it impossible. Of course, the dainty woman always carries a clean powder puff.

Face powder improves the appearance of the skin, and its use is considered indispensable to good grooming. The powder should be applied with care, however, for the use of too much of it is disgusting. To plaster one's face with powder until it resembles the grotesque mask of a circus clown is an obvious badge of bad taste.

The use of rouge at the present time is rather more general than in the days of our mothers' young womanhood. We should bear in mind that artificial tinting is a clumsy substitute, at best, for nature's lovely roseblush. We cannot all possess a "peaches and cream" complexion, more's the pity, and so we resort to artificial means. Rightly used, rouge will improve one's appearance. We cannot deny that it brings out all the sparkly tints in one's eyes, and we should apply it with the artistic result in mind. For the woman who, because of indoor work or natural pallor, has not the least trace of color in her cheeks, the use of rouge is advocated to remove that dead-white look. There is nothing quite so depressing as to have one's friends inquire, "Are you ill, dear?" when one feels quite fit. Invariably, the woman who boasts that she never uses powder or rouge has a sallow complexion and persists in wearing brown! We say to ourselves mentally, upon hearing her brag, "You look it!"

We owe it to ourselves, and to those with whom we are associated, to be as "easy to

look at" as possible. The indiscriminate use of rouge and powder, however, has been associated with an undesirable type of person, and when we use powder and rouge too obviously we not only offend, as we have said, the requirements of good taste but we subject ourselves to unfavorable criticism. We need to avoid the extreme in all things pertaining to our daily lives—to use common sense, in other words—and common sense will guide us aright in the use of cosmetics as in every other phase of the pursuit of happiness.

Those June Brides

Someone has requested us to explain the shortage of June brides on the Illinois Central. We might as well try to answer Mr. Said's conundrum, "Why is a cake eater or a flapper?" From one of the southern divisions, however, comes the suggestion that the failure there must be attributable to one or the other of the two things that are responsible for all the ills in that part of the country: namely, the Mississippi river flood or the boll weevil. We hope that this is true, and that our young women have not taken the pessimistic view of matrimony which is expressed in the following lines, sent in by one of our readers:

TO WED OR NOT TO WED

To wed or not to wed, that is the question;
Whether 'tis better, after all, to marry
And be cajoled and bullied by a husband,
Or to take up stenography or clerking
And slave, alas! for someone else's husband?
To love—to wed—and by a wedding end
The struggles and the thousand petty cares
That "slaves" are heir to—'tis a rare vocation
Devoutly to be wished for! To love—to wed—
To wed—perchance divorce! Aye there's the rub!

For in that dream of bliss what jolts may come
When we have cast aside our little jobs
Must make us wary. There's the sorry thought
That makes so many hesitate:
For who would bear the long eternal grind,
The employer's jokes, the chief clerk's
contumely,
The insolence of office boys, the smoke
Of last week's stogies clinging to the hair,
When she herself might quickly end it all
By getting married? Who would not exchange
A dingy office for a kitchenette—
A keyboard for a stove or for a cradle—
But that the dread of something worse to come
After the honeymoon—that life of chance

From whose dark bourne so many have returned
By way of Reno—fills us with dismay,
And makes us rather bear the jobs we have
Than fly to evils that we know not of?
Thus cowardice makes spinsters of—so many!

Tested Recipes

CUCUMBER AND TOMATO SALAD.—Arrange a wreath of slices of cucumber and tomato, overlapping each other, alternately, around the edge of a salad plate. Fill center with garden cress. Pour over French salad dressing, and serve.

PINEAPPLEADE.—Boil 1 cup sugar and 1 pint water ten minutes; add 1 can grated pineapple and juice of 3 lemons; cool, strain, and add 1 quart of ice water.

SWEET PICKLED PEACHES.—Boil 2 pounds brown sugar, 1 pint vinegar, and 1 ounce stick cinnamon 20 minutes. This will be sufficient for $\frac{1}{2}$ peck peaches. Dip peaches quickly in hot water, rub off the fur with a towel, stick each peach with four cloves, put into syrup and cook until soft, using half the peaches at a time.

CHILI SAUCE.—Peel and slice 12 medium-sized ripe tomatoes, put into a preserving kettle, and add 1 pepper, finely chopped, 1 onion, finely chopped, 2 cups vinegar, 3 tablespoons sugar, 1 tablespoon salt, 2 teaspoons each of ground cloves, cinnamon, allspice, and grated nutmeg. Heat gradually to boiling point, and cook slowly two and one-half hours.

LUNCHEON CAKES.— $\frac{1}{2}$ cup shortening, 1 cup sugar, 1 egg, $\frac{1}{2}$ teaspoon vanilla, $\frac{3}{4}$ cup milk, $1\frac{3}{4}$ cups flour, 4 teaspoons baking powder, 1 teaspoon cinnamon. Cream shortening; add sugar gradually, beating well; add egg yolk, vanilla, and half the milk; then add half the flour sifted with the baking powder and cinnamon; add remainder of milk and flour, and fold in beaten egg white. Bake in greased tins, in moderate oven, about 20 minutes. Serve hot with chocolate or cream sauce.—Miss V. T., Tennessee Division.

Some Dining-Car Suggestions

Chef-Cook J. E. Crawford, whose picture appears on this page, tickles the palates of patrons of the Seminole Limited. Here are some of his favorite recipes:

CANAPÉ LORENZO.—Put into a saucepan 1 tablespoon of butter and fry in it one slice of onion chopped fine, but do not brown; add 1 tablespoon of flour and cook without browning. Stir in 1 tablespoon of milk and $2\frac{1}{2}$ tablespoons each of parmesan and swiss cheese. Cook just long enough to soften the cheese. Remove from the fire and let cool; then form into balls. Put



J. E. Crawford

into a saucepan 1 tablespoon of butter, stir in 1 tablespoon of flour, 1 cupful of stock, and 1 cupful of crabmeat. Cook until slightly thick. Season with salt and cayenne pepper. Have ready circles of toasted bread (or bread fried brown in butter), cover them with a layer of the crab mixture, and in the center of each piece place a ball

of cheese. Put in oven for five minutes. Serve with watercress. Lobster, fish, or chicken may be substituted for the crabmeat.

ATHENS PARFAIT.—Beat yolks of 8 eggs until light, add 1 cupful of syrup, place mixture on slow fire and stir constantly until the eggs have thickened sufficiently to coat the spoon. Turn into a bowl, add 1 teaspoon of vanilla extract, and beat with a whip until cold. It will then be very light. Add a pint of cream whipped stiff, being careful to drain off all the liquid from the cream. Stir lightly together, turn into a 3-pint mold, and pack in ice and salt for 4 hours. This cream may be varied by using two ounces of chocolate melted and smoothed, or other flavorings, instead of vanilla.

CHICKEN HACIENDERA.—Take a broiler or a spring chicken, disjoint, wash, and season. Roll in cream, then in flour. Have a frying pan ready with hot fat about an inch deep. Drop chicken into hot fat and fry until golden brown, remove from pan and place on napkin to drain. Make a gravy of 1 teaspoon butter, 1 teaspoon flour, 1 gill of cream, and 1 gill of milk. Place a circle of rice and mushrooms on a hot platter, add the chicken, cover with gravy, and serve immediately.

Household Hints for Home Makers

MRS. HOUSEWIFE: Why not paint that dingy mop handle, that dustpan you keep in the pantry or broom closet, the coal scuttle in the kitchen, the kindling bin, or any of those useful articles that you look at, pick up, and use every day in the year? If you paint the coal scuttle and dustpan a bright black, with a pin-stripe of yellow or jade green around the edge, you will find it a real joy to use them, instead

of sighing each time you put coal in the kitchen stove or sweep up dust on the back porch. "A little bit of planning, a little bit of paint, will make one's kitchen equipment look like what it ain't."—MISS VERNITA TRIBBLE, *Tennessee Division*.

A weak solution of ammonia water, applied with a cloth, will brighten old carpets.

Tie strands of a new broom closely together, place in a pan of boiling water, and let it soak for two hours. Dry thoroughly before using.

Rub creaking doors with hard soap.

To remove white spots from the dining room table, rub with camphorated oil.

OUR BABIES

"Here we are, folks—just a few of us, though! We made Aunt Nan sit up and take

notice when we trooped in from all over the system in bunches of forty and fifty at a time. You will find another group of us in the August magazine. Watch for the twins!"

NOTE.—The enthusiastic response to our request for pictures of Illinois Central babies so far exceeded our most sanguine expectations that we are obliged to distribute them through several issues. We are proud of our babies and regret that space will not permit showing all of them at one time.

No. 1 is Kenneth, 5 years old, son of Hugh M. Baird, chief clerk to commercial agent, Indianapolis, Ind.

No. 2 is Julia Ann, 20 months old, daughter of Switchman E. W. Hughes, and granddaughter of General Yardmaster E. Damon, Kankakee, Ill.

No. 3 shows Emily and Tom Quigley, children of T. J. Quigley, superintendent, McComb, Miss.

No. 4 is Frank J., 19 months old, son of F. J. McGuinness, warehouse foreman, McComb, Miss.

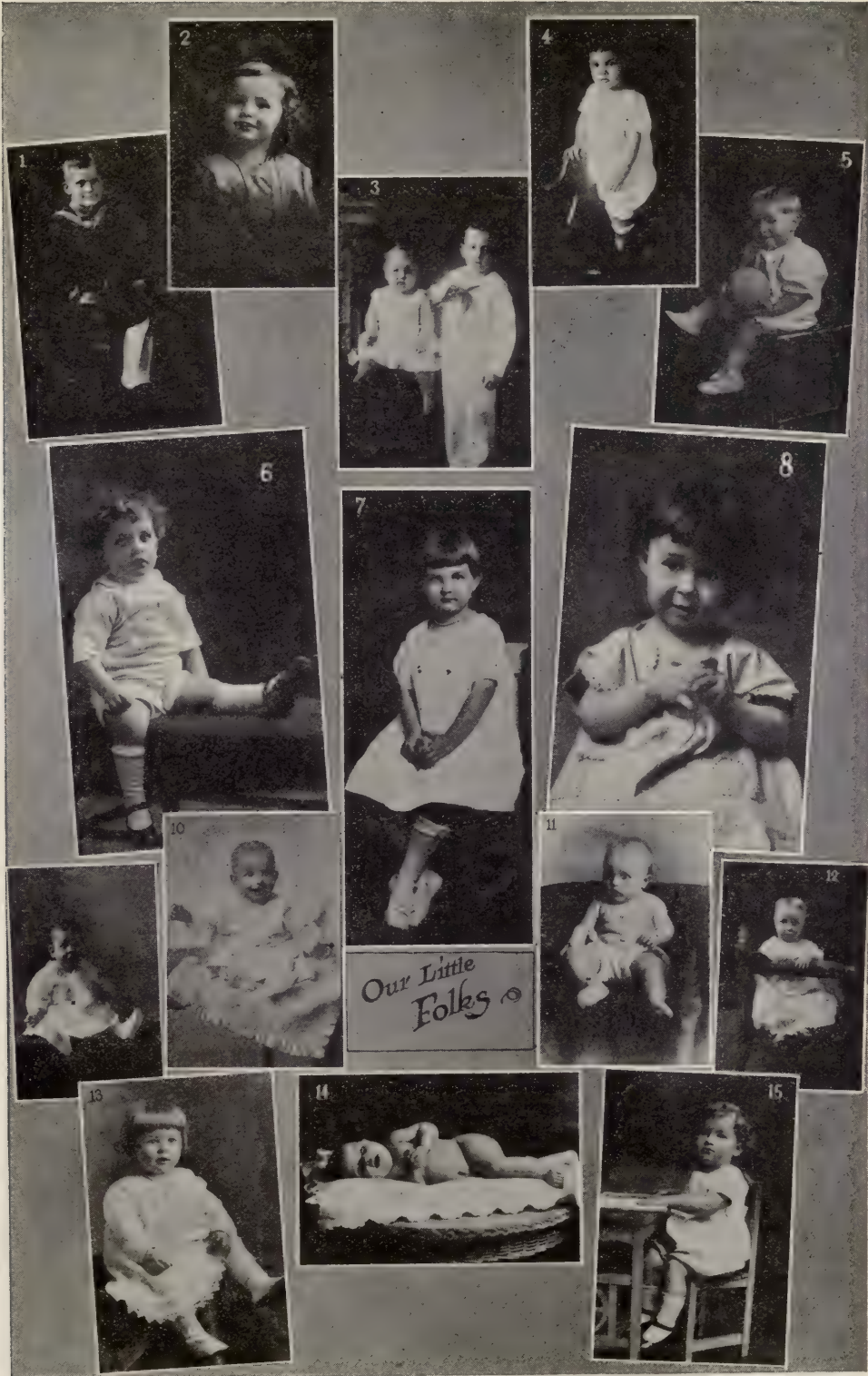
No. 5 is C. J., Jr., 21 months old, son of

ANY LIKE THIS ON THE ILLINOIS CENTRAL?

*Family and Home
of T. J. Murphy, As-
sistant Purchasing
Agent of the Baltimore
& Ohio, at Overlea, Md.*

*Pictures by
Courtesy of the Baltimore
& Ohio Magazine.*





C. J. Rickoll, clerk, superintendent's office, New Orleans, La.

No. 6 is Billie Scanlon, 2½ years old, son of William P. Scanlon, clerk, purchasing agent's office, Chicago, Ill.

No. 7 is Florence Ellen, 4 months old, daughter of Dispatcher Oscar Harwood, Clinton, Ill.

No. 8 is Betty Jean, 2 years old, daughter of General Yardmaster Roy E. Adams, Centralia, Ill.

No. 9 is Everett M., Jr., son of E. M. Beebe, clerk, Centralia, Ill.

No. 10 is Donald, 6 months old, son of R. G. Miller, chief clerk to superintendent, Champaign, Ill.

No. 11 is Catherine, 13 months old, daughter of Richard Brown, file clerk, Mattoon, Ill.

No. 12 is Russell L., 1 year old, son of Chas. T. Bush, car inspector, Dixon, Ill.

No. 13 is Eleanor Arleen, 1 year old, daughter of C. A. Reed, agent, Hills, Minn.

No. 14 is Norma Margaret, 3 months old, daughter of Rufus Kemp, Jr., chief clerk and division correspondent, Fulton, Ky.

No. 15 is Robert Norman, 2 years, 8 months old, son of L. G. Chase, assistant accountant, Fort Dodge, Iowa.

No. 16 is Hugh Carl, son of Fireman H. C. Milligan, Freeport, Ill., and grandson of F. W. Calkins, engineer, Wisconsin division.

No. 17 is Marjorie Lee, 4 years old, daughter

of G. D. Tombs, assistant division storekeeper, Vicksburg, Miss.

No. 18 is August Jeremiah, 16 months old, son of J. I. Cronin, locomotive engineer, and grandson of Traveling Engineer Jerry Cronin, New Orleans division.

No. 19 shows Helen Elizabeth, 2 years old, and James Barron, 5 years old, children of Superintendent A. D. Caulfield, Water Valley Miss.

No. 20 is Guy Monroe, Jr., 4 years old, son of G. M. Ashmore, assistant chief clerk to superintendent, Louisville, Ky.

No. 21 is Frederick John, Jr., 4 years old, son of Conductor Fred Joyce, and grandson of Conductor T. M. Joyce, Minnesota division.

No. 22 is Marie Louise, 5 years old, daughter of Operator G. L. Adams, Independence, Iowa.

No. 23 is Clive Platt Leech, 4½ years old, adopted grandson of S. J. Leech, clerk, purchasing agent's office, Chicago, Ill.

No. 24 is Helen Ruth, 18 months old, daughter of Instrument Man William Rice, Louisville, Ky.

No. 25 is Mary Virginia, 10 months old, daughter of Accountant D. C. Clark, Memphis, Tenn.

No. 26 is Hal Adrion, 2 years old, son of Harold Lovenguth, machinist, Clinton shops.

No. 27 is Estelle Marie, 17 months old, daughter of Chief Yard Clerk A. J. Condon, New Orleans, La.

No. 28 is James, 4 years old, son of William E. Foster, car distribution clerk, Memphis, Tenn.

No. 29 is Dorris Ann, 9 months old, daughter of Flagman R. J. Parham, Jackson, Tenn.

No. 30 is Thomas M., III, 2 years, 9 months old, son of Roadmaster T. M. Pittman, Jr., Water Valley, Miss.

No. 31 is William Courtney, 5 years old, son of C. B. Thompson, roundhouse foreman, Birmingham, Ala.

No. 32 is Edith Marie, 3 years old, daughter of Accountant C. B. Hall, Memphis, Tenn.

No. 33 is Edwin Lamar, 2½ years old, son of E. L. Fletcher, clerk, purchasing agent's office, Chicago, Ill.

Division Correspondents

Chicago Terminal—Heads of Departments.

Illinois—Mrs. Bernita Barnes, Secretary to Superintendent, Room 411, Lincoln Building, Champaign, Ill.

Indiana—Miss Florence McShane, Secretary to Superintendent, Mattoon, Ill.

Iowa—Mr. C. R. Briggs, Chief Clerk to Superintendent, Fort Dodge, Iowa.

Kentucky—Miss Anne Sweeney, Stenographer, Superintendent's Office, Louisville, Ky.

Louisiana—Miss Claire Pimm, Clerk, Superintendent's Office, McComb, Miss.

Memphis—Miss Julia J. Gaven, Secretary to Superintendent, Room 315, Grand Central Station, Memphis, Tenn.

Memphis Terminal—Mr. W. E. Gerber, B. & B. Clerk, Room 306, Grand Central Station, Memphis, Tenn.

Minnesota—Miss Lucille Simms, Secretary to Superintendent, Room 315, Grand Mississippi—Miss Kathleen Hadaway, Clerk, Superintendent's Office, Water Valley, Miss.

New Orleans—Mr. Thomas T. Treanor, Superintendent's Office, Vicksburg, Miss.

New Orleans Terminal—Miss Myrtle Biersoll, care of Superintendent, New Orleans, La.

Springfield—Miss Della Morrison, Stenographer, Superintendent's Office, Clinton, Ill.

St. Louis—Mr. J. W. Brown, Clerk, Superintendent's Office, Carbondale, Ill.

Tennessee—Mr. Rufus Kemp, Jr., Secretary to Roadmaster, Fulton, Ky.

Vicksburg—Mr. J. S. Terry, Train Dispatcher, Greenville, Miss.

Wisconsin—Mr. J. A. O'Neil, Superintendent's Office, Freeport, Ill.

Baby

Fashioned of sunshine, of flowers and dew,
Eyes of the starshine, tender and true,

Tip-tilted nose,
Tiny pink toes,

Soft dimpled chin, 'neath a mouth like the rose.
Dear loving arms, holding up for caress,
Gold, tousled head, pressing close to my breast,
Warm fragrant lips, clinging sweetly to mine,
God-given, soul-riven, baby divine.

Low cooing voice, like the note of a dove,
Whispering to Mother, soft words of love,

Two drooping eyes,
Fluttering sighs,

Wafted to Dreamland on Love's lullabies.
Closer I hold thee, tight in my arms,
May God keep and guard thee, safe from
alarms,

Watch o'er thee kindly, His hand in thine,
Heart of me, part of me, baby divine.

—ANNE ROSE SWEENEY, Kentucky Division
Correspondent.



Patriotic Citizenship Badly Needed Now

W. G. Arn Calls Attention to the Opportunities and the Need for More Business Men in Politics

Patriotic citizenship is as much needed now as during the war, according to Lieutenant-Colonel W. G. Arn of the Engineer Officers Reserve Corps, assistant engineer, maintenance of way, Illinois Central System. Colonel Arn, as a graduate of the Rose Polytechnic Institute, Terre Haute, Ind., delivered the alumni address at the commencement exercises of that institution, which were held on June 8. His subject was "Citizenship." In the belief that an employe cannot be loyal to the Illinois Central System unless he is loyal also to his duties as a citizen, some excerpts from Colonel Arn's address are presented herewith.

MY subject is "Citizenship." One or two of you were in military service during the World War. Most of you others, probably all, wished then that you were old enough to serve and still regret that you were not. You, however, have fully as important a duty, and one probably harder for the average man to fulfill, in performing the full duty of citizenship. You have fully as much chance as the soldier, sailor or marine for serving your country, and at the same time your own people and yourself, and generally without so great a risk of life or limb.

Your country today, young gentlemen, has no greater need than its need for honest, patriotic citizenship. By honest citizenship, I mean a citizenship that shirks none of its duties, but performs the duties of citizens as thoroughly, honestly and efficiently as are performed the business and professional duties for which pay is received in money.

Citizens Responsible for Conditions

If citizens, through their failure to do their duty in politics and at the polls, permit those to get in control who are dishonest or even merely incompetent, they are not good citizens and are themselves responsible in part for the graft and waste which result.

By patriotic citizenship I mean not merely that the citizen shall serve his country at a sacrifice of time and money and possibly of health and even life in time of war, when everybody is wrought up to a self-sacrificing fervor, but that he shall serve it at a sacri-



W. G. Arn

fice in time of peace as a citizen-soldier to be prepared for war and more especially serve it politically or civically. He must not merely make a sacrifice of money but make a sacrifice of time, in conventions, in party councils, at the polls, and between times in the work of training the foreign born in Americanism and instilling into that class a proper sense of duty. He must also be willing to serve in office at a financial sacrifice. With the duty of citizenship fully realized by the great middle class, it will, I hope, ultimately be the case that all public officers and employes will be so well paid that it will not be a financial sacrifice for those to accept public office who should as a matter of fact be our public servants (and not our bosses, as is usually the case).

The time to get interested in politics and take an active part is as soon as you leave here. If you do not take this active part then, you probably never will. No matter where you settle, there is room for improvement in the politics and local self-government

of your neighborhood. Learn the location of your polling place; register at the first opportunity; vote at every election, both primary and final; and take part in the local political meetings and conventions.

The greatest good can probably be obtained by affiliating with one of the parties, but this does not mean that you should become a party man of the "yellow dog" type—that is, vote for the nominee of your party, no matter how unworthy he may be, when the other party may have a real man for its nominee.

Study the local political situation, become acquainted with precinct and ward leaders, become acquainted with all grades and classes of citizens in your precinct and ward, particularly those of the party of your choice. You cannot influence your fellow-voter unless he is convinced that you do not think yourself above him and if he does not believe that you have or have had better opportunities for information.

At the last election held in Chicago—the April primary—it is estimated that one hundred thousand voters remained away from the polls because it rained—this where sidewalks are paved and nobody lives far from his polling place. Inasmuch as the primary practically decides who will hold most of the offices, this is a sad commentary on our so-called representative, or republican, form of government. And who stayed away from the polls? Not the ignorant and vicious, and the great bulk of foreign born who are controlled by the politicians (I use this word in its lowest sense), and bosses, and the politicians and bosses themselves, big and little—no, not at all; they go to the polls at any cost, rain or shine! It is the so-called "middle class," the class which includes the business and professional class, the bulk of the American born, the class corresponding to the *bourgeoisie* of France and Europe, the class which is practically absent in Mexico, in consequence of which Mexico is in the terrible state it is and has been for the past ten years. Chicago is but typical of the whole country in this neglect of civic duty.

No Governing Class Here

In Great Britain and many of the other countries of the world there is a kind of governing class which is expected to govern, usually at a financial sacrifice. These are of necessity the people of wealth, or at least they must be well to do, and they feel and accept the responsibility. In this country most of the members of the corresponding class do not

feel and accept this responsibility, and I do not know that we want them or any other class to wield the power that would result from such an arrangement. In this country every class should carry its proper share of the responsibility of government, and no class in our country shirks this responsibility so much as does the great middle class. To this extent the republican form of government—that is, representative government—in our country lacks very much, indeed, of being the complete success that it might and should be. In fact, the failure of the average good citizen to do his full civic duty is the reason why representative government seems at times almost a failure in this country.

It is a good kind of government, and we have a great and glorious country, but how much better the government, national, state, county and city, and how much greater and glorious our country would be if every citizen did his full civic duty, and the crook, grafter, pork-barrel roller, boss, affable nonentity and well-intentioned but misguided reformer were all eliminated from office and were replaced by substantial business and professional men, who cannot and will not refuse this duty when given to them. There is much in the old motto: "Let the office seek the man, and not the man the office."

Public Office Should Pay Well

We should get away from the idea that public offices should pay less than positions in commercial and professional life which are filled with men of the caliber that we should have, but as a rule do not have, in the public offices, and that the honor of the position makes up the lack in compensation. They should have the honor, it is true, but they should also have the compensation so that they must not sacrifice themselves and their families to serve. As an example of the injustice, I know of a man who gave up a well-paying position in commercial life to enter government service at a considerably smaller salary. This required a tightening-up on expenditures. One of the easiest ways, apparently, to do this was to drop some life insurance, as he was young and with a good, long expectancy before him. But what was the result? He was killed in an accident, and his family was left an estate very limited indeed—as much martyrs to their country as if the husband and father had been killed in military service in France, where he served with distinction.

There are two simple rules of civic duty,

which, when followed by every citizen, will eliminate our civic troubles. They are: "Vote always and as your conscience dictates," and "Obey and uphold every law, even those with which you may not be in sympathy."

Did the war cease too soon for our own good? Some of the aftermath makes it appear that such is the case. We did not practice self-sacrifice and co-operation long enough for it to become a habit. With the realization that the war was over, almost everybody, after a brief breathing spell following the armistice, became money-seeking-mad, wildly extravagant, and pleasure-seeking-wild, and it has taken the recent spell of hard times, almost a panic, to sober us. We were so eager to make money, questionably and even dishonestly, that the returning soldier was so gouged that he forgot he had ever sworn at the plucking given him by the thrifty French peasant or shop and cafe-keeper.

The war did more to Americanize the foreign born than all that had taken place in the preceding quarter century, but it did not complete that job. Much, very much, is yet left to be done in that line. The war and its aftermath have finally opened our eyes to the necessity of restricting immigration to a marked degree, but the lesson seems not to have been severe enough to make us bold enough to control it as we should. It melted some of the hyphens, but did not last long enough to rid us of them all.

No Place for the Hyphen

Patrick Henry, in a speech after the Revolution and following the adoption of the Constitution and the welding of the colonies into one government, said: "We are no longer Pennsylvanians, Rhode Islanders, or Virginians—but Americans." The war should have left us no longer Irish-Americans, German-Americans, Greco-Americans, but plain, honest-to-God Americans; but it seems not to have lasted long enough to accomplish that.

This incompleting task must be taken up and carried to completion by you younger men. Immigration must be closely controlled and carefully regulated, if not stopped entirely for a period. The irresponsible foreign red, I. W. W. and Bolshevik must be deported or absolutely controlled.

There are many plans and means for the Americanization of foreigners. Assist them through some organization for that purpose or through your fraternal organization or individually.

At a recent celebration in a good-sized town in the southern Illinois coal fields where the foreign born are numerous but where there is a considerable percentage of Americans by birth, Old Glory was carried in the parade. But with what result? Not one in twenty-five, not even the American born, paid it the respect of taking off their hats in salute. Three years ago such neglect and disrespect to our honored emblem would have caused a riot. (Apparently the war did not last long enough or was too far away.) Such an event could not happen today in France or England, even in their unsettled state, or even in some of the less stable countries of Europe.

The engineer is not given proper recognition in our government by his fellow citizens. By "proper" I mean that to which he is entitled and which he has really earned by his training and experience. Who is to blame? The engineer himself. Why? Because he does not take the part he should as a citizen and public worker. Compared with men of other professions, he is not accorded the respect due him for his knowledge and worth. Without disparaging the lawyers, for instance, I would say that engineers ought to have a more prominent place in government than they have now. We now have too many laws made by lawyers and from their point of view. They lay too much stress on precedent and not enough on fact, worth, and common sense, which, after all, are the bases of all engineering.

One of the things you can help to do—and mere voting will do little to accomplish it—is to see that the right kind of citizens are candidates for, and are elected to, office. We sadly fail in the selection of our law makers and law executors. We select too many political bosses or tools of bosses; too many who cannot make a success of anything else and make politics a business merely for the living it yields; too many affable, speech-gifted fellows who have no worthy qualifications except good-fellowship; too many possibly good men in some places, but without qualifications for the place they seek.

Too many criminals, both great and small, are released on account of political influence, and too many labor unions, instead of being run by honest artisans, are run by crooks and criminals who are able to control solely through dishonest politics.

Crooked politics, which each of you is under

obligation to work against and eliminate, is not confined to the large cities (as bad as conditions are there), but is a general affliction. It has been an underlying cause of race riots in cities large and small. It has been found in rural districts and in towns and villages in all parts of the country. Wherever you may settle, there is work for you to do to improve conditions.

Good Jury Service Important

Respect for law must be increased in all of us, and it must be inculcated in those in our country who now have none. Your part in this matter is to serve as jurors when called upon. This is as much your duty as it is to pay taxes or to testify as a witness. The success of a jury system is impossible among a people who are not, on an average, intelligent and honest; hence, it will be more or less a failure, accordingly as the honest and intelligent men of the community evade this service. Do not be a jury dodger.

Jury service is another of the places where

financial reform is needed. A juror should be adequately paid for his service, but, regardless of how soon this reform is effected or whether it ever be, you should do your full duty in this service. Many, many laws are not enforced mainly because those who should compose our juries dodge that service, and as a result murderers and gunmen are unhung and highwaymen, burglars and thieves are out of the penitentiary. Chief Justice Taft has well said: "The emotional and untrue doctrine that it is better that ninety-nine guilty men should escape than that one innocent man should be punished has done much to make our criminal trials a farce."

Don't think from what I have said that our representative form of government is a failure. It is not. It is the best form of government, and the one that will ultimately prevail throughout the earth, but to an appalling extent it is not the success it can be made by your persistent efforts.

NEW ORLEANS GROUP USING PANAMA LIMITED



New Orleans delegation leaving on the Panama Limited June 3 for Indianapolis to attend the convention of the National Association of Wholesale Credit men, June 5. Among the delegates were: Mr. and Mrs. J. A. Badger, Woodward Wright & Company; S. G. Steiner, Parke Davis & Company, president of the New Orleans Association; C. H. Hamilton, Merchants Coffee Company, vice-president, and Mrs. Hamilton; A. J. Marion, Nicholas Burke Company; C. H. Kammer, Aug. H. Flaspoller Company, chairman of the New Orleans executive committee; G. L. Wolley, Hibernia Bank & Trust Company; L. A. Weil, Kohn, Weil & Simon, Inc.; George Grundmann, Albert Mackie Company; T. J. Barlette, secretary-treasurer; T. L. Ensley, Brown Roberts Hardware & Supply Company; Mr. and Mrs. E. Pilsbury, B. Rosenberg & Sons, Inc.; Mr. and Mrs. F. V. Moise, Whitney Central National Bank; T. F. Regan, Citizens Bank & Trust Company; M. G. Adams, Schwartz Brothers Company; J. M. Klopff, Canal Commercial Bank & Trust Company; W. P. Simpson, C. T. Patterson Company, national director, and Mrs. Patterson.

Where Switching Is Down to a Fine Art

Intricacy of Operation at Randolph Street, Chicago, Is Eye-Opener to the Average Railway Man

By FRED T. COLLAR,
Chief Clerk to Superintendent,
Suburban Passenger Service

THE average employe in other branches of the service has small conception of what is involved, for example, in operating our Chicago suburban passenger trains day in and day out with their clock-like regularity. We are at present running 370 trains, handling an average of about 75,000 passengers a day. These trains are operated nearly 100 per cent on time, as is shown by the following statement showing the percentage of suburban trains on time for the twelve months from March, 1921, to February, 1922, inclusive:

March	99.7	September	99.4
April	99.8	October	99.6
May	99.9	November	99.6
June	99.9	December	99.3
July	99.8	January	99.0
August	99.8	February	99.4

Of our 75,000 daily passengers, approximately 60,000 are handled during the morning and evening rush periods, when our patrons are going to and returning from work. The peak periods are from 7:30 to 9 o'clock in the morning and 4:30 to 6 o'clock in the evening. To handle this volume of traffic during these hours necessitates operating trains at very short intervals. During the peak, trains are scheduled into the Randolph Street terminal at intervals of one and two minutes.

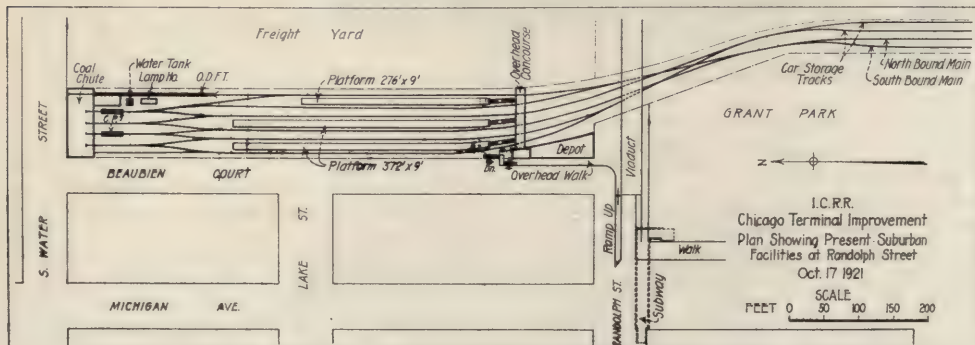
Hard to Keep Terminal Clear

Our terminal facilities at Randolph Street are limited. For a short distance entering the

yard we operate over a single track. We have no turntable at Randolph Street; therefore, trains and engines coming into this terminal station, consisting of six tracks and three platforms, move over this single track. Equipment must be immediately removed from the depot yard tracks by being kicked through a system of hand switches into a storage yard consisting of two tracks, which parallel the incoming track, before the trains following can be accommodated. It can be readily seen that this involves a large number of switch moves, which must be made during the rush period while southward trains in the morning and northward trains in the evening are being prepared and operated in and out of the terminal. This, of course, necessitates the coaling and watering of engines, which are handled at the north end of the Randolph Street yard.

The total number of cars handled each day at Randolph Street on train movements is 1,736, of which about 80 per cent are handled in the rush periods. In addition to this, there are about 150 switch moves involved, and all of these are handled through the "neck of the bottle"—the stretch of single track referred to. Anyone who doubts that this is strenuous operation is cordially invited to visit Randolph Street terminal any morning or evening and watch the wheels go 'round.

The fact that we are able to handle such a volume of traffic with our limited terminal facilities is due largely to the constant study



Where the Complicated Switching Comes In



All Set to Go at Randolph Street

and attention given this problem by Assistant General Yardmaster W. H. Ortel and his force. These men work under high pressure and must of necessity make every second count to its utmost if they are to keep the trains moving on schedule.

A number of things, none of which can be justly charged to man-failure, militate against on-time operation of our trains. For example, adverse weather conditions, delays at cross-line railway crossings and other causes over which we have no control disarrange the schedules to some extent. It requires quick action in such emergencies, on the part of the supervising staff as well as the force, to prevent demoralization of the service and the consequent congestion of passengers on station platforms and trains.

Service Has Limitations

Our suburban traffic continues to show a steady increase in volume. We are, however, restricted as to the number of trains we can handle during the rush period in and out of Randolph Street. We are also limited as to the number of cars per train, both by the length of the station platforms on the line and by the length of tracks and platforms at Randolph Street. We have about reached the limit, with our present facilities, both as to the number of trains and cars, and it is therefore due only to the unusual degree of efficiency prevailing in our suburban force in general that our reputation of having the "best steam suburban service in the world" is maintained. To this must be added the desire of the force to serve our patrons to the best of our ability—and courteously, always and under any circumstances.

Just one little instance is cited as an evi-

dence that this matter of courtesy is always uppermost in the thoughts of our employees.

Appreciation From a Patron

At Randolph Street station we load approximately 15,000 passengers during the evening rush. Each passenger's ticket is canceled or perforated by one of the gatemen before the passenger boards the train. It is sometimes difficult to handle this crowd, as everyone is in a hurry. One of the gatemen at this station recently received a small present from a woman who regularly passes through his gate every evening. The gift was accompanied by the following note: "Dear Sir: Accept this small token of regard for your kind attention in seeing that a young lady of 75 years always gets the right train to Brookdale." It might be pointed out that such attention to passengers on the part of our gatemen or gatemen is the rule and not the exception.

Traversing, as we do, one of the best residential sections of Chicago, we draw our patronage from those who expect and demand nothing less than the best possible service. In handling such a large volume of traffic, it is to be expected, we receive some complaints and criticisms regarding our service. These are, however, remarkably few in number, and the employe involved invariably considers a complaint of any nature as a personal matter and takes immediate steps to remove the cause. From Conductor "Bob" Rinearson, with his forty years of continuous service, to the newest extra trainman on the list, our conductors, collectors and flagmen are on the alert to collect proper transportation from passengers, to assist in loading and unloading passengers, to prevent personal injuries and to carry out the



Mrs. Belle Stansell

many other duties of their positions. From Engineer J. C. Glover, who has been running an engine forty-three years, to the newest fireman, our enginemen are concerned in maintaining the schedule of their trains, in conserving

fuel and in safeguarding the welfare of the passengers on their trains.

A Ticket Seller Thirty-Five Years

The oldest ticket agent in service on the Chicago terminal is Mrs. Belle Stansell, who has sold tickets for thirty-five years. She, as well as all of our ticket sellers down to the latest ticket clerk employed, is interested in seeing that our patrons are given proper attention at the ticket window.

Our switch tenders are an important cog in the wheel of suburban operation, as a great deal of responsibility rests on their shoulders in handling the numerous movements of trains and engines properly. The roundhouse forces at 27th Street and the car cleaning forces at Randolph Street and Weldon keep our suburban engines and equipment in good condition, and the co-operation of the mechanical department in this respect is of valuable assistance. Even our station cleaning force, under the able direction of Station Inspector J. E. Carroll, is to be commended for the excellent condition in which are kept our fifty-seven suburban stations.

The fact of the matter is that the entire force is instilled with the "give your best" spirit, and it is our humble opinion that a finer body of employes cannot be found on this or any other railroad.

Our Monthly Roll of Honor

Below is a list of employes retired at the meeting of the Board of Pensions May 29:

Name	Occupation	Years of Service	Date of Retirement
John Feulner	Signal Helper, Chicago, Ill.....	25	12/31/21
Oscar B. Hill.....	Engineman, Centralia, Ill.....	33	1/31/22
John H. Wells.....	Operator, East Cabin, Ill.....	29	2/28/22
Frank Brown (Col.).....	Engine Watchman, Canton, Miss.....	40	2/28/22
Samuel M. Bishop.....	Foreman, Machinery Dept., Cecilia, Ky.....	21	4/30/22
James Prendergast	Watchman, Chief Special Agent's Dept.....	28	4/30/22
John O'Connor	Section Foreman, Chicago, Ill.....	41	4/30/22
Wencil D. Melsa	Hostler, Cedar Rapids, Iowa.....	20	11/30/21

The following deaths of pensioners were reported at the same meeting:

Name	Last Employment	Date of Death	Term as Pensioner
Oliver A. Harrison.....	Conductor, Mississippi Division.....	4/28/22	1 year
George J. Smith.....	Molder, Louisiana Division.....	4/22/22	2 years
August F. Marx.....	Laborer, Minnesota Division.....	4/29/22	3 years
Perry McGlothter (Col.).....	Section Laborer, Tennessee Division.....	5/ 3/22	5 years
John Richardson.....	Clerk, Accounting Department.....	5/14/22	12 years
Fred C. Norman.....	Agent, Minnesota Division.....	5/18/22	2 years

ACCIDENT AND



INJURY PREVENTION

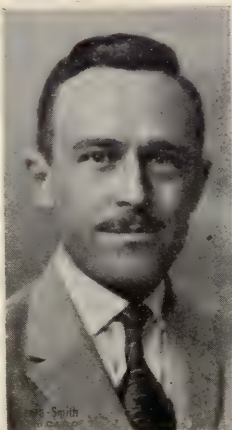
Nine Employees End a Course in Safety

AT a graduation dinner of the Chicago Safety Council at the Morrison Hotel, Chicago, June 6, nine employees of the Illinois Central were graduated as safety supervisors and awarded diplomas.

The Chicago Safety Council, organized by the Chicago Association of Commerce, conducted a school of instruction in safety principles and practices, known as "The School for Safety Supervisors," holding bi-weekly evening meetings, beginning February 14. The attendance at nine or more meetings of the fourteen entitled one to a diploma certifying that he had satisfactorily completed the course of instruction. The meetings were held at the Central Y. M. C. A. and were largely attended by all classes of employees, and also by employers. More than 800 persons attended the graduation dinner, and 504 employees of various railroads and industries were awarded diplomas. President Samuel M. Felton of the Chicago Great Western Railroad, President Herman H. Hettler of the Illinois Manufacturers' Association, and Vice-President Homer E. Niesz of the Chicago Safety Council gave interesting talks on the safety problem.

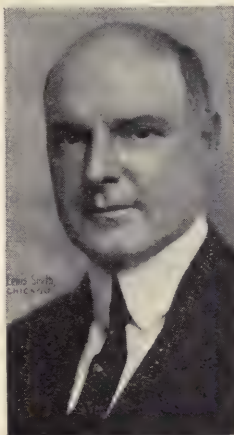
The following named Illinois Central employees were awarded diplomas:

SAMUEL M. COPP, assistant general claim agent, is an ardent worker in the cause of accident and injury prevention. He began his railway career twenty years ago as a stenographer at New Orleans, his home town, but for the last thirteen years he has been in the claims department of the Illinois Central System. Beginning as a stock claim agent at Memphis, he has been



S. M. Copp

promoted through successive grades of the service, and since October 1, 1919, has been assistant general claim agent, Northern and Western lines, with headquarters at Chicago. While with the Illinois Central System he has been located at Memphis, Yazoo City, Grenada, Freeport and Fort Dodge.



E. W. Jansen

Mr. Copp believes in the effectiveness of promoting accident and injury prevention through the *Illinois Central Magazine*. For some time he has had charge of the department of the magazine in which this article is published. He believes in giving credit where it is due, and the photographs and records of the men who have been achieving splendid records in preventing accidents and

injuries which have appeared in this department month by month attest his interest in and enthusiasm for this important branch of railway work. Mr. Copp says that every member of the claims department takes a keen and active interest in "selling safety" to the employees and in calling attention to hazardous conditions on the railroad which should be remedied.

E. W. JANSEN, electrical engineer, member of the general safety committee, entered the service of the Illinois Central System as an electrician, Central Station plant, July, 1896. He organized the electrical department on the Chicago terminal in January, 1901, and on the system in November, 1904. At present there are 203 electricians and apprentices, including division electrical foremen, on the system, and no fatal injuries have occurred since December, 1919. Mr. Jansen has taken an active in-

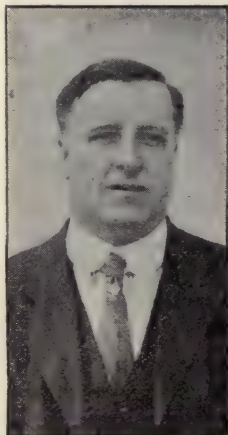
terest in safety work, and considering the hazardous work in connection with the electrical department few accidents have occurred to employees. The electrical department employees on one terminal have a record of 100 per cent. The electrical department also won the terminal safety silver cup during the system's "Safety First" drive in the fall of 1920.

F. W. ARMISTEAD, assistant engineer, entered the service of the Illinois Central System as a chainman in 1905. He received various promotions in the engineering department, holding the positions of rodman, masonry inspector, instrument man and resident engineer. He was appointed assistant engineer in the office of the engineer, maintenance of way, August 15, 1921. Mr. Armistead has been much interested in accident and injury prevention work and has never had occasion during the time that he occupied the various positions mentioned to make out a personal injury report covering an injury to himself or to any of his men.



F. W. Armistead

WILLIAM J. S. WILLS entered the service of the Illinois Central System during 1915 as a painter and varnisher at Burnside. He has been a member of the safety committee for six years. Mr. Wills was a constant attendant at the safety supervisors' school, and he is a booster for safety work. To use his own words, he says: "I believe if each and every employee would put his shoulder to the wheel and make himself an individual safety man, look out for his neighbor's welfare and warn him against any unsafe or dangerous practices, the number of accidents could be materially reduced."



W. J. S. Willis

EDMUND JERGENS has been in the service of the Illinois Central since 1914, employed in the machine shop at Burnside. He has served as a member of the safety committee for the past two years. Mr. Jergens says that the safety movement has been a great help to humanity in general, that it has developed guards and protective devices on machines which before were dangerous to industrial workers. The safety movement has also caused employees to give more thought to unsafe practices, thereby benefiting themselves and their employers. Mr. Jergen is also a booster for safety work, and says that the work of their safety committee has produced beneficial results.



Edmund Jergens

MARK ETHELL has been in the service of the Illinois Central since July, 1912, employed as a blacksmith at Burnside shops, Chicago. He has been a member of the shopcrafts safety committee during the past five years. Mr. Ethell says: "The safety work has always been of great interest to me, and I hope to continue it for the benefit and protection of my fellow workmen and myself in the future as I have done in the past."



Mark Ethell

RUFUS T. NEWBERRY entered the



R. T. Newberry

service of the Illinois Central, September 10, 1910, as a tool dresser at Burnside shops, Chicago. He was appointed a member of the safety committee in March, 1912, and was made chairman of the safety committee in 1920, which position he now occupies. Mr. Newberry was graduated as safety supervisor in 1921. In commenting on safety work he says: "It has been my ambition, as well as the ambition of the safety committee and the other officers, to overcome all dangerous hazards, whereby accidents could be reduced. I have come to the conclusion that our plant is the best equipped plant in this part of the country in regard to safety appliances and sanitary conditions. This being true, it is up to the men to develop the safety habit and to be on the alert and look out for the other fellow as well as themselves. This has been my policy and I thus far have been fortunate enough to prevent injury to myself and to my fellow employees."

CHARLES H. LEYERLE entered the service of the Illinois Central during 1901 as section foreman on the St. Louis division. He has been continuously employed in the maintenance of way department since that time with the exception of about two months. He is now employed as section foreman at Fordham yard, Chicago. Mr. Leyerle says that after attending one of the safety supervisors' classes he became much interested in the instructions and continued to attend the meetings until he had completed the course. During his entire service with the company he has never had but one employee working under him sustain an injury.

EMIL SAPPER, section man, worked under

Section Foreman Charles H. Leyerle at Fordham for the past year. He is now employed as a car repairer helper at Fordham. On being questioned as to how he became interested in accident and injury prevention work, he replied that after attending one of the meetings with Section Foreman Leyerle he became very much interested and decided to complete the course.

COMMUNICATIONS

More About Spark Plugs

The following letter to J. L. Downs, roadmaster of the Illinois division, has been passed on to the magazine:

After reading your letter of May 12, in which you quoted a letter from the general storekeeper in regard to excessive use of spark plugs, we asked every man using spark plugs to advise how many plugs he had used in the past year, and we received the following surprising information:

Maintainer Garard at DeWitt reports he has been there for the past seven years and has been furnished only one plug in that time, but that he has two Splittorf green porcelain plugs that he has used alternately for the past six years.

Maintainer Followell at Edgewood is using the original plug furnished with the car, and he has been using the car for more than three years.

Maintainer Alexander at Kinmundy was furnished a Stitt plug for a test about two years ago, and it has been in continuous service ever since, and he says that it is good for at least five more years unless it is accidentally broken.

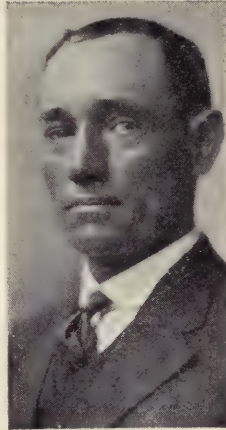
Maintainer H. Hyde at Paxton reports that the plug he is now using has been in continuous service for more than two years, but he says he has had plugs that would fail within a week.

Maintainer Simpson at Tuscola reports he still has a plug that was furnished with the car, about four years ago, and it is still in serviceable condition, and he is using it alternately with plugs discarded by a garage.

Maintainer Evans at Champaign reports that he has not received a plug for more than three years, but has been using plugs found on the track that were lost or discarded.

Foreman Fox reports he received three plugs during March, and still has them, for he has been using discarded plugs given to one of his men by a garage. Mr. Fox has five plugs in use at all times.

Under the heading, "Material Means Money," in the April magazine, spark plugs were the subject. It was pointed out in this article that the present average life of a spark plug was eighty-seven days, and that one section foreman had a plug in service for fifteen months; so it seems that some of the signalmen have surpassed the best-known records.—S. C. HOFFMANN, Supervisor of Signals, Illinois Division.



C. H. Leyerle



Emil Sapper

Some Aspects of a Roadmaster's Work

He Talks It Over With the Trainmaster, and Both Get New Ideas of Proper Railway Co-operation

By G. M. O'ROURKE,

Roadmaster, Indiana Division

THE extra north had passed, and the trainmaster and roadmaster were proceeding on their motor car inspection trip of the district. While waiting for the train they had been talking "shop," each outlining the work required of him in his department, and as they sped along they were turning over in their minds the benefit to be derived through an exchange of ideas and information. Suddenly, without warning, the motor stopped.

The weather was beastly hot, and after working over the motor a while they decided to push the car to a siding a short distance away, where there was some shade. Fairly worn out, they reached the shade of some warehouses and experienced a delightful feeling of comfort, like the surprising experience of cold which one feels in the early morning in the South. At the slightest exertion, however, their clothes became wringing wet, and the trainmaster's glasses were continually covered with moisture.

The Life of a Motor Car Man

"How motor engineering ever attracts adherents is beyond my understanding," exclaimed the roadmaster as he worked over the engine. "Men have become lunatics, and others bear the marks of having tried it—finger nails which yield only to a shovel or trimming to the quick; clothes, hands and faces smeared with grime, knitted brows and heart-rending expressions. I refuse to face such a fate. After a sincere effort for an hour to get an explosion from this atrocity, I leave it for other hands."

"We all have our dreams," the trainmaster remarked. "The motor engineer and mechanic, no doubt, dream of improvements and inventions which will bring them fame and riches. Without such dreams we should be clods. It is in our dreams we accomplish the impossible; the rich man dumps his load of responsibility and lives in a log shack on a mountain top; the poor man becomes rich; the stay-at-home travels; the wanderer finds a home. In our dreams, yours and mine, we become great railway men."

"Something more than dreams, however, is

required to make us great railway men," growled the roadmaster, looking up from his distasteful task. "Work and supervision, planning and results are demanded. Too often we lack the push and grasp which a general officer must have. Our supervision is of a retrospective rather than an introspective character. Too many division officers approach the matter of effecting improvements and savings in a negative manner by referring to present and past practices resulting unsatisfactorily, instead of applying the remedy and following it up to see that instructions are carried out. No doubt reference to past and present bad practices is beneficial, but better results can be obtained by requiring our men to do certain things in addition to bringing to their attention present practices and results. The remarkable results of the various drives during the past three years illustrate what I mean, and we in the maintenance of way department are giving thought and attention to some form of 'measuring stick,' so called by our vice-president, that we may follow the progress of our work.

"In arriving at a 'measuring stick' of work done in maintenance of way and reconstruction work we must make more use of the so-called E. D. and D. V. reports which are prepared on the conclusion of all work covered by an authority for expenditure," continued the roadmaster. "From them we find the work accomplished per man hour in lineal feet of track ballasted, lineal feet of rail laid in main and side tracks, rods of fences built, panels of ballast deck and open deck trestles constructed, cubic yards of concrete poured, and so forth. Annual tie statements and other reports prepared in the office of the roadmaster and division accountant are not used to the extent they should be in fixing the work which is to be accomplished per man hour.

Planning a Roadmaster's Work

"With freezing weather comes the end and beginning of a roadmaster's work," he said. "It is then he renders reports of results accomplished during the working season and submits his plans and recommendations for the coming year. He brings to the attention of his supervisors the results compared with previous years

and should lay out what is expected of each in the coming season. These plans he should keep before him during the year and compare them frequently to establish the relative efficiency of supervisors and to watch the progress of each class of work. Graphical charts will be found a great aid in readily following the progress of plans and for comparison with past performances.

"To follow up these plans personally means work. The outline or program should be carefully made with a consideration of the force, material supply and other controlling factors. Caution should be exercised to avoid being like the Sangamon River steamboat with the 3-foot boiler and the 5-foot whistle; every time the whistle was blown the boat stopped until steam was made again. A roadmaster is expected to demand of his men just as much as he himself puts into the work, and he is selected as a pace-setter. The man who has no ideals and no desire to progress and make a stand against his own weaknesses can't be much of a railway man. If he is looking for an easy berth he seldom finds it—or has any satisfaction of it if it does come to him. Men of normal, healthy standards enjoy the struggle and refuse to become the slaves of routine.

Days Set for Special Work

"The old saying, 'Take care of the little things and the big things will take care of themselves,' must have been intended especially for maintenance of way officers, because it is truly applicable in our work. Do you know there are more than forty parts of a turn-out that are inspected by the road supervisor each month; that the first Tuesday of each month is set aside on this great system for tightening track bolts, and on our division the second Tuesday is 'Bridge and Culvert Day'? On the first Tuesday all track bolts are tightened because loose bolts result in bent bars, bent and battered rail, cut ties, churning ballast, low joints and rough track. By concentrating all efforts on bridges and culverts on the second Tuesday of each month we are rapidly getting all bridges tie plated, the embankment at the bulkheads widened and strengthened and culverts kept free of obstructions. We are eliminating the low places in the track at the ends of bridges where the track hung swinging because of insufficient embankment. These are tasks or 'drives' that are bringing good results.

"I wonder if you know how the tie renewals are carried on; that the section foreman in the fall of the year actually closely inspects and

counts the ties that are to come out next year, and that this is checked by the supervisor and roadmaster and tabulated by miles and side tracks before sending to headquarters. And when the renewals are made the ends are all lined up on one side and the spiking is done according to a rule. Speaking of rules, I would like to know how many men in the transportation department know as much about maintenance of way rules as the average section foreman knows of transportation rules."

Appeal to Men Is Successful

"Yes," replied the trainmaster, "I am aware all section foremen are required to pass examinations on both books of rules, and I am sure all trainmen and enginemen would find a study of maintenance of way rules profitable reading. I enjoyed the pleasure of attending the last 'spelling bee' on rules and standards held between the section foremen of two districts and learned more of maintenance matters than I had picked up in years. The enthusiastic and friendly rivalry of the contestants was refreshing.

"More psychology injected into our business will bring results. Appeal to personal pride and manhood has enabled me to break up many bad practices, among them the dangerous act of jerking off and throwing away switch locks at ground throw switches entering yards. A trainmaster must take up with the rank and file dangerous practices and make examples. It is a fine act on the part of a trainman or switchman who acknowledges his negligence in running through a switch but takes immediate steps to prevent the creation of a trap. Diametrically opposite is he in manliness who actually sets a dangerous trap for his companions through exercising a nasty disposition in throwing away a switch lock. A trainmaster must come in personal contact with his men in an appeal to their professional pride to stop bad practices resulting in waste and injury."

Possibilities in Saving Material

"I am glad to hear that you are interesting your men in avoiding waste," the roadmaster remarked, "because there are great many possibilities in saving material found along the waylands. Several types of castings used at interlocking plants may be reclaimed, worked over and used again; pipe compensators can have the cored holes, in which the crank pin sets, bored out a trifle larger, after which, with the insertion of a thin metal bushing, they will serve for another period. Spikes relieved when main track rail is relaid are sorted over

and all usable spikes placed aside for redriving in side tracks and yards. Worn switch points and frogs are sent to welding plants at several places on the system where they are rebuilt and made good for use in back track switches. In the same manner battered and bent bolts are straightened and rethreaded; guard rails are made from short pieces of rail; spike mauls, chisels, picks and shovels are being sent to the shops for repairs. Water department valves having good bodies are re-seated, and all other fittings are carefully considered for further use before getting into the scrap. If the unit costs of tools and material can be placed before our employees in an interesting manner, they will have a desire to help us save.

"As long as the uninformed do not think or are of the opinion that supplies are cheap or that the railroad can afford the loss, we shall find waste, but if they know the cost our conservative men are not going to tolerate negligence in their companions. All of our men do not believe in the gospel that they are selling to the railroad their time, not their services. This doctrine of elapsed time, not work performed, simply ruins men for becoming efficient workers, and we should be happy that such characteristics do not exist in each individual equally, nor will every single man be inoculated with them.

Dickens' Golden Rule

"I remember reading somewhere Charles Dickens' Golden Rule, which was like this: 'I never could have done what I have done without the habits of punctuality, order and diligence—without the determination to concentrate myself on one subject at a time, no matter how quickly its successor should come upon its heels. Whatever I have tried to do in life, I have tried with all my heart to do well; whatever I have devoted myself to, I have devoted myself to completely; in great aims and in small I have always been thoroughly in earnest. I have never believed it possible that any natural or im-

proved ability can obtain immunity from the companionship of the steady, plain, hard-working qualities, and hope to gain its end.'

"Efficient and economical maintenance and operation will follow only on the application by each individual employee of such a rule.

"Just now, however, the business in hand is to get this motor to respond. Crank her, and let's see if we can't get a snort from her."

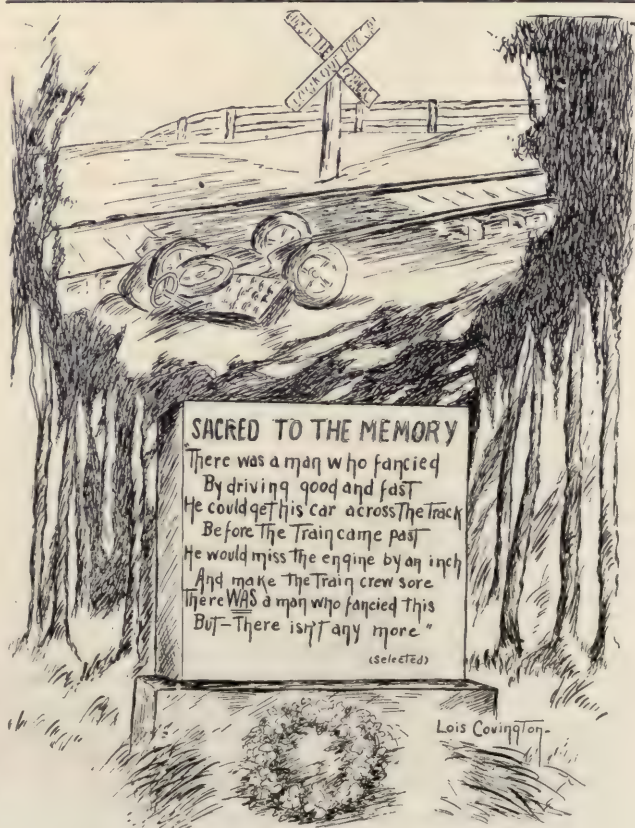
After a few turns of the crank, the motor started with a roar, and they went on to the next station to tie up for the night.

PREACHING

A Scotch preacher had been abroad, and when he came back he was preaching to his congregation on the marvels he had seen.

He wound up with this: "And the same Creator who made the vast ocean made the dewdrop. The Creator who made the mountain made the pebble. Yes, and that same Creator who made me made a daisy!"

FITTING EPITAH THIS SUMMER



Sports Over the System

Memphis Employees Strong for Baseball

By WILLIAM GERBER,
Memphis Terminal Correspondent

After a lapse of several years in athletic enthusiasm, the Illinois Central at Memphis has once again come to the front with a league of baseball clubs, one of which threatens to capture the city championship. There are about twenty leagues under the jurisdiction of the Memphis Associated Amateurs, and it is indeed gratifying to say that the Illinois Central League is composed of some of the best ball swatters in the entire circuit. By comparing the brand of ball being



played by the Illinois Central teams with that played by other ball clubs, one can have every reason to believe that one of the Illinois Central clubs will win the city championship.

At this writing (the middle of June), the Outbound team is playing a splendid game of baseball. Out of eight games played, this team has won six and lost two. A great deal of credit for the pep and winning ability of the Outbound team is due to the wise and brainy managing of W. E. Duncan. Duncan has exhibited that he knows how to handle a ball club in order to make it win, he has gained the confidence of his men and has instilled a fighting heart into them that is proving successful.

It might at this time be pointed out that the Outbound team, after winning six straight games, has lost two in a row. This is due to the other clubs' realizing the necessity of removing certain players who were not demon-

GOLF—THAT SLOW FOURSOME JUST AHEAD



strating their ability to play the class of ball necessary in this league. All of the pitchers are now coming around. With many of the players gaining their batting eyes, it looks as if all of the clubs are going to make one another hustle for the pennant.

It is also gratifying to note that the employees of the Illinois Central System at Memphis are taking much interest in the pennant race, and all games are being attended by a great majority of the officers as well as by the employees.

Golf Club Going Well

In the June issue of this magazine announcement was made of the organization of the Illinois Central Golf Club at Chicago. The number of members has increased to sixty active "golf bugs," and the regular routine of the club is going full blast. No cash prizes are offered, but the money designated for each winning position is converted into golf accessories, such as clubs, balls and various other trophies of use to the golfer.

The prize winners for the week ended Friday, May 19, were:

Name	Gross	Handicap	Net	Prize
A. B. Johnson.....	93	32	61	1st
M. B. Hamilton.....	87	28	59	2nd
J. M. Dorsey.....	93	27	66	3rd
E. F. Barnes, Jr.....	128	36	92	Consolation

The prize winners for the week ended Friday, May 26, were:

Name	Gross	Handicap	Net	Prize
A. H. Coates.....	90	23	67	1st
J. M. Dorsey.....	95	27	68	
F. I. Lucius.....	98	30	68	2nd
E. A. Courtney.....	91	22	69	3rd
A. F. Cox.....	149	49	100	Consolation

The "gang," as the members term the organization, is enthusiastic over the prizes awarded, and each week finds the winners turning in different scores. The handicap committee is kept pretty busy determining the net scores of the members, as some have as much as a 35-stroke handicap—one, A. F. Cox, rides with a 49 handicap, and it is seen by the list of winners for the week ended May 26 that Cox came in for a prize. This goes to show that the beginner has an equal chance with the old-timer.

Excellent weather has made it possible to play good golf and for the beginner to improve his game. Practically all the members find it easy to play the best part of the game before going to work in the morning.

A question has arisen as to the probability

of other golf clubs of Illinois Central employees being in existence on the system. If there are any clubs managed by and exclusively for Illinois Central employees that would entertain the idea of a tournament before the season is over, they should communicate with F. I. Lucius, secretary, Illinois Central Golf Club, Room 701, Central Station, Chicago.

Local Freight Office, Louisville

To the score of 28 to 1, the front office boys trounced those from the back office in a loosely played game on the part of the boys from the back. This is an annual affair on Decoration Day to decide the supremacy of the two offices. The following clerks composed the two teams.

Front Office	Back Office
Allen	P.....Nicklies
Buchhold	C.....Shacklette
Sheehan	S.S.....Grossman
Shaughnessy	1-B.....Sage
Albrecht	2-B.....Berger
Whitlock	3-B.....Cassell
Dudderar	R.F.....Morton
Higgins	L.F.....Grubbs
Daniles	C.F.....Crawley

Auditor of Freight Receipts, Chicago

McCarthy's 1922 ball team engaged in a conflict with the Illinois Central suburban trainmen, Sunday, June 11, resulting in a victory for the latter by a score of 2 to 1. The score is representative of the game. The two scores made by the Suburbanites were on a hit to the bushes in left field and an error on a fly to right. McCarthy's team registered its run when Rowe knocked a homer to right field. Airtight pitching by Walthers for the A. F. R. athletes and by Davin for the Suburbanites characterized the game, with excellent support in the field for both teams. For future engagements call E. A. McCarthy, A. F. R. Office, 63rd street, telephone Local 8.

A Suburban Service Ball Team

The suburban trainmen at Chicago have organized a baseball team for the season of 1922. Sunday, May 28, they played the transportation department team at Washington Park, winning by a score of 26 to 4. The team is desirous of meeting other Illinois Central teams. Arrangements should be made with E. A. Smittle, manager, Randolph Street Station, Chicago, Ill.

Traffic Department

Our Part to Play in Foreign Trade

By W. M. RHETT,
General Foreign Agent

SINCE the termination of the World War there has come to all business men a better appreciation of the value of foreign trade, and we are beginning to realize that as we are willingly or unwillingly more or less bound up with the rest of the world, politically and economically, we must either take a leading part in world trade or else fall behind commercially, which also means loss of advantage and prestige in all other respects. Our present preeminent position is based on our prosperity and wealth as compared with those of others, but as they resume industry and business activity this condition will be equalized unless we in turn redouble our efforts abroad as well as at home and keep the lead. We find, in our contact with merchants and manufacturers, more intelligent interest in this question than formerly, especially as an increasing number of them have reached the point of development where it is necessary to find foreign markets for their surplus, thus keeping down the overhead expense.

Imports Are Important, Too

Unfortunately the growing popularity of exports does not extend to imports. On the contrary, there is a strong tendency to view with suspicion every effort to increase our imports, and we seem to be haunted by the fear that unless we exclude the foreigners' goods we will injure ourselves. We go to extremes in protecting our toes from foreign pressure, but at the same time are striving to sell our goods to the other fellow in competition with his own products or his ability to obtain a supply from more friendly neighbors. With other countries pursuing a reciprocal policy, how can we succeed along these lines, especially as the foreigner has little money with which to buy and even that is depreciated, and we deprive him to a great extent of the ability to exchange his goods for ours? In many cases exchange is his only means of purchase. The answer to exports is inevitably imports. A valve working only one way will not accomplish the re-

sult. Pursuance of this policy will always operate as a handicap, and no doubt a full appreciation of this truth will come to us in the course of time.

These matters are vital to us of the Illinois Central. We have always been pioneers and leaders in policies affecting foreign traffic, especially through the port of New Orleans, now the second port in the United States and still growing and gaining on the others. Just how much we are interested will be better realized if we consider our foreign tonnage somewhat in detail.

Price Abroad Fixes Return

In the matter of exports, consider the enormous volume of grain and grain products. In this case the price paid abroad practically fixes the return to our farmer for his entire crop, whether consumed at home or abroad. This is also true to a lesser extent of cotton, a large proportion of which crop is exported. Cotton seed products, forest products and packing house products, together with iron and steel and manufactures thereof and petroleum products, constitute a large part of our business, to say nothing of the exports of general merchandise.

In the line of imports there is a great volume of bananas from Central America; coffee from Brazil; sugar from Cuba and Porto Rico, refined at the seaboard and reshipped to the interior; sisal and petroleum from Mexico; pineapples and vegetables from Cuba; nitrate of soda from Chile; bones from the Argentine; mahogany logs from Europe, Africa, Central America and Mexico; ferro manganese, salt and fullers earth from England; glass, apollinaris water and rags from Belgium; potash from France and Germany; magnesite, marble and lemons from Italy; olive oil and olives from Spain, Italy and France; paper from Norway and Sweden; burlaps and bagging from Calcutta, India; silk, matting and tea from China.

A study of these things is exceedingly interesting, and an appreciation of what it means to us is inspiring and will incite us to use every

effort to further the development of this traffic with which we are so closely identified and which is so important to our welfare. Our company maintains a strong traffic organization in London, with sub-agencies in the important European ports, to serve our patrons in the way of obtaining more frequent and efficient steamship service and lower ocean rates to the ports of New Orleans and Savannah from all of Europe, and to bring in closer contact the sellers of Europe and our buyers, thus facilitating the exchange of goods. This service is co-ordin-

ated with our general foreign traffic department at home, which enables us to be prepared at all times to furnish prompt and reliable information as to sources of supply, costs of transportation, customs duties and other useful information. We are also prepared to quote rates, advise as to sailings and issue through export bills of lading via any American port to all parts of the world. We can be of service to our patrons by calling their attention to these facts and by offering freely the use of our facilities and information.

Illinois Central Loads Mexican Wagons

During the past month the Illinois Central has been engaged in originating the shipment of 5,000 army escort wagons which were recently sold to the Mexican government, through the American Sales Corporation of Galveston, Texas, by the United States government. The wagons were loaded at our Hawthorne yard, near Chicago, and moved out at the rate of a trainload a day, each train consisting of from twenty to thirty cars. The entire shipment amounted to 300 carloads. The Illinois Central handled the business between Hawthorne and Cairo, where it was turned over to the Mississippi Barge Line for shipment to New Orleans.

The wagons will be used by Mexican farmers. The Mexican government has arranged to sell the wagons to the farmers in that country on the partial payment plan.

For more than a year the Illinois Central has been interested in obtaining this business. J. B. Convery, our commercial agent at Houston, Texas, heard a year ago that the Mexican government was arranging to buy a large number of farm wagons which were stored at a government warehouse in Chicago, and he wired J. W. Rhodes, foreign freight agent at Chicago, to that effect, advising Mr. Rhodes that E. A. Morris, vice-president of the Ameri-



Reading from left to right: C. D. Anderson, general yardmaster, Hawthorne; J. B. Hamilton, trainmaster; R. A. Castillo, representative, Mexican government; G. O. Shotwell, city freight agent, foreign freight department; J. F. Ellis, agent, Hawthorne.

can Sales Corporation at Galveston, Texas, which was serving as an agent in the transaction, was in Chicago at that time. An appointment was arranged, and Mr. Rhodes met Mr. Morris and gave him full information as to rates, routing, service, etc. Final arrangements were completed on June 3 of this year.

A Good Word for Mexico

George O. Shotwell, city freight agent, foreign department, met with Mr. Morris and Trainmaster J. B. Hamilton and made the arrangements for handling the shipment. The



Line-up of Cars Ready for Shipment



Hawthorne station and some of its employees. Left to right, standing: E. Herring, yard clerk; R. Hammer, yard clerk; E. M. Hayes, reconsigning clerk; M. Vollameder, cashier; J. Pittman, dispatcher; R. A. Castillo, Mexican representative; J. Geiger, rate clerk; C. D. Anderson, general yardmaster; J. B. Hamilton, trainmaster; J. F. Ellis, agent; Ed Kusabaski; G. O. Shotwell, city freight agent. In front, W. J. Marsh, switchman; J. E. Stipek, switchman.

movement was supervised at Hawthorne by J. F. Ellis, agent, and C. D. Anderson, general yardmaster.

Rafael A. Castillo of Mexico City, representing the department of publicity of the Mexican government, inspected the shipment and otherwise looked after the interests of his government.

The following is a statement which Mr. Castillo made for the *Illinois Central Magazine* in reference to conditions in Old Mexico:

"It indeed surprises me that every American whom I have had the honor of meeting asks: 'How are things over there?' 'Is not the life of a man in risk in your country?' and I, of course, have been compelled to answer that perhaps the human life in Mexico is safer than in the United States, because there the people do not disappear mysteriously and so often as it happens here. I say that I was surprised because the peace that prevails in

Mexico is known all through Central and South America as well as in the old continents, and, of course, it is surprising for me to learn that the peace and well-being prevailing beyond the Rio Grande are not better known in the United States.

Proof of Complete Tranquility

"The best proof that there is complete tranquility throughout that country is the fact that General Obregon, president of the Mexican republic, has formed an investigating board to revise the records of the military men, which results in many being discontented among that class, whom he does not fear. He has reduced the number of soldiers to 50 per cent of what other governments require for their protection, which shows evidently that he holds control of the country, not by force, but by the confidence which his fellow countrymen have in him. Naturally, as a result of this, a great deal of saving was accomplished in the war de-



Be Exported to Mexico



Horsemen's headquarters when Hawthorne was used as a racetrack. It is rumored it will be used again as such in September, 1922.

partment, and part of the savings has been applied to establishing agricultural schools in the country. A commercial department has been established in the office of public improvements in Mexico City, with seven branches in the rest of the republic, in order to afford more facilities to the farmer. One of the services of the department is the importation of all kinds of machinery and farm implements to be sold at cost, allowing the best possible terms for payment, in four installments: part cash, and installments of four, eight and twelve months. When selling the machinery, the department furnishes experts to teach the buyer the right way of handling the machine or implement, without any extra charge for this service. The propaganda department keeps in direct touch with the farmers of the country, which according to the last census are more than 100,000 in number.

"This year, in addition to the capital that was on hand, a million and half pesos (about \$750,000) was contributed for the purpose of buying machinery and farm implements. Part

of that money was invested in 5,000 wagons for farmers. That is the reason why I am here at the present time.

"The office of agriculture and public improvements has given concessions to foreign and national firms for the irrigation of dry lands.

An Improvement in Education

"As far as education is concerned, many schools have been opened that never existed before, so that they are not only taught how to get the best results from their lands, but are educated mentally as well.

"The foreign department establishes embassies, names ministers, consuls, and financial agents in our brother countries. The office of industry and commerce gives a guaranty to all those wishing to establish themselves in business. If, after reading the reasons given above, they are not found sufficient to show the stability and efficiency of General Obregon's system, then there is no country in the world that has a right to be called a prosperous and peaceful country."

50th Anniversary of Railway Y. M. C. A.

The railway department of the Young Men's Christian Association celebrated its fiftieth anniversary June 11. Its first work was started in the Union Station at Cleveland, Ohio, June 11, 1872.

In 1875 there were only ten railway Y. M. C. A.'s, while in 1921 there were 269. In that same length of time, the total membership grew from 790 to 125,047. The total value of buildings and equipment has grown to more than \$8,627,500.

In connection with the semi-centennial celebration, two booklets were published. One gives a complete history of the organization, and the other is devoted entirely to testimonials from railway men.

President Markham has said the following about the railway Y. M. C. A.:

"Fifty years of activity devoted to service to railroads and their employes is a record to be proud of. It is entirely fitting that there be proper observance of the fiftieth anniversary and undoubtedly it will not only be the occasion for reviewing the past, but for considering the future and facing it with a determination to do even more and better work.

"You are assured of our fullest co-operation."

G. E. Chance, a telegraph operator for the Illinois Central System, gave the following testimonial in the booklet:

"The railway Y. M. C. A. is a haven of rest for the weary railway man. It is a convalescing and recuperating institution along moral lines and edifying environments. It is a Christian refilling station catering to a million big, hard-working and honest men."

CLAIMS DEPARTMENT

Railroad Wins Cotton Fire Suit

At the March term of court in Sunflower County, Mississippi, the jury returned a verdict in favor of the Yazoo & Mississippi Valley in a suit brought by the Doddsville Land & Mercantile Company of Doddsville, Miss., for alleged damage or destruction by fire of nineteen bales of cotton. The amount sued for was \$3,951. The petition filed by the plaintiff alleged that the fire was set out by a train passing the place about 6 p. m., although the fire was not discovered until after 3 o'clock the next morning. The idea was advanced that sparks had smoldered in the cotton for nine hours before breaking out.

The manager of this plantation had had experience in suing the railroad in the past. Several years ago he filed a suit for the burning of a barn which was discovered on fire after midnight. He produced a witness or two who testified that a freight train passed the place between 11 and 12 o'clock that night. The railroad showed by the time card, train registers at both ends of the district, all the train employes who worked on the district, together with all the pay checks issued, trip reports and other documentary evidence which could be thought of, as well as the testimony of the train dispatcher and other division officials, that there was no train run on the district after 6 p. m. Notwithstanding such proof, after three trials recovery was obtained against the railroad.

A few years before that, this same man had a suit for alleged personal injury on an Illinois Central train. The case, which was tried at Winona, resulted in a jury verdict for the railroad.—E. W. S.

Couldn't Beat a Statute

While driving a truck for the Standard Oil Company, Harry Lentz was struck by a locomotive on an Illinois Central crossing near Forreton, Ill., in August, 1920. Under the terms of the Illinois Compensation Act, his employer has ever since paid him the weekly compensation provided for.

While not obliged to do so, the railroad also

had incurred a large expense in doctor's and hospital bills in its desire to have the injured man recover.

Evidently Mr. Lentz could not understand why, in addition to the benefits he had received from his employer and from the railroad, he could not obtain a handsome sum in damages for the accident. Accordingly, the services of lawyers from Chicago were obtained, and suit was instituted for \$50,000 against the Illinois Central.

Several days' time of the court and jury were consumed in hearing the plaintiff's side of the matter. At the conclusion of this, it was not necessary for the defendant to introduce any evidence, for the court observed that his remedy was not against the railroad but was compensation as fixed by the Illinois statute to be paid by the employer. This he had already received. In commenting on their defeat his attorneys remarked they could not beat a statute, the only answer to which doubtless was that they should not have tried.

—B. H. H.

Lost His Suit in Mississippi

About the middle of May, 1921, a dental convention was held at Baton Rouge, La. A short time thereafter Dr. J. Rollo Knapp, a New Orleans dentist, claimed he had been injured alighting from train No. 12 at Baton Rouge. At first he was unable to recall whether he was a passenger in a day coach or in one of the Pullmans, but later decided he was in one of the latter; that while getting off this car his foot caught in the rubber mat on one of the steps; that he fell, bruising his shin; that the wound became infected; that he had to have several operations; that he could not stand on his feet to do dental surgery for several months; that he suffered great pain and incurred large expenses.

A careful investigation failed to develop testimony to substantiate the doctor's claim, except that after his return to New Orleans he did have a little trouble with one of his legs and had a few treatments by a doctor.

Inquiry was made among the dentists at

tending the convention. While several remembered seeing Doctor Knapp at the station after the arrival of the train and at frequent intervals during the convention and others had walked and talked with him, none of them had heard him mention the accident or injury. Several also remembered that he attended the dance which was given the last night of the convention and that his performance there did not indicate he was suffering from any injury.

The doctor's demands were large, and no serious effort was made to settle with him; so he filed suit against the Yazoo & Mississippi Valley and the Pullman Company at Canton, Miss., 206 miles north of New Orleans, where he lives, and practices his profession. Living in New Orleans, having been injured at Baton Rouge and filing suit away up in Mississippi looked queer; but in Louisiana law suits are usually tried before a judge without a jury, and the doctor and his advisers probably expected more from Mississippi in damage suit litigation.

The suit was tried at the May term in Canton, but the doctor's expectations were not realized, as the jury returned a verdict for the defendants.

The atmosphere of the case was not very good. It did not require a suspicious person to notice the willingness of the doctor to magnify various features of the case. Among other things, he testified that his doctor bills amounted to more than \$700, although he introduced a deposition from his physician in which the latter stated he had attended Doctor Knapp seven or eight times only and that the treatment was simply to prescribe some local applications.—E. W. S.

Supreme Court Closes Iowa Case

An echo of the disastrous railway wreck on the Illinois Central near Aplington, Iowa, which darkened many Dubuque homes on Memorial Day in 1918, came today when announcement was received from Washington to the effect that the test suit brought by attorneys for Arthur J. Dahn, one of the injured, finally had been disposed by the United States supreme court.

The decision, according to the Associated Press dispatch, sustained the circuit court of appeals, which had reversed the findings of the United States court for the northern district of Iowa. The Washington dispatch follows:

"Washington, April 10.—Federal employees are restricted to one avenue of governmental

relief for injuries received by them in the official discharge of their duties, the supreme court today held in a case brought by Arthur J. Dahn, a railway mail clerk, against the director general of railroads.

"The United States district court for northern Iowa held that Dahn could sue the railroad upon which he was injured and which was under government operation as well as accept benefits under the federal employees compensation act, but the circuit court of appeals decided that having accepted the latter relief he was precluded from further governmental assistance. The supreme court upheld the decision of the appellate court."

Seven persons, three of them Dubuquers, were killed outright in the wreck and a great number were injured. The Dubuquers killed were James J. Rae, mail clerk; Albert C. Weidenmeyer, mail clerk, and Frank Higley, baggage-man. Besides Dahn, C. W. Cleaves and Glenn L. Dewey, both mail clerks, were injured.

The fatal train left Dubuque at 11 p. m. on the night of May 29, 1918. At about 3 o'clock in the morning the train neared Aplington. The entire countryside in that section was under water, due to heavy rains and a cloudburst, which came that night. A concrete bridge spanned Beaver Creek, swollen beyond its banks by floods. The train crew decided to attempt to cross the swollen creek on the bridge, and proceeded cautiously. When the full weight of the train came upon the bridge, it gave way, precipitating the engine, baggage and mail car and several coaches into the waters.

The appellate court's ruling having been sustained by the highest tribunal, the test case becomes history and the controversy reverts to *status quo*. Other federal employees injured in the wreck were anxiously awaiting the outcome of the test case.—Dubuque (Iowa) *Telegraph Herald*, April 10.

Two More State Commissions Act

Realizing that the entire responsibility for care at highway and railway crossings cannot be assumed by the railroads, the public service commissions of the Pennsylvania and New York have issued orders requiring commercial automobiles transporting either freight or passengers as common carriers to come to a full stop before crossing the tracks of any steam or electric interurban railroad.

Here is the Pennsylvania order, which is the same in all intents as New York's:

"It is hereby ordered that all common car-

riers of passengers or property by automobiles be and they are hereby required to stop each and every such vehicle before crossing the tracks of any steam railroad or electric inter-urban railroad, such stops to be made not more than seventy-five feet from the nearest rail of the crossing and at points where the clearest view of approaching trains or cars can be had.

"After making the stops hereby required, the driver or operator of the automobile shall carefully look in each direction for approaching cars or trains and shall not proceed until it be ascertained that none is approaching and

that the crossing of the tracks may be accomplished with safety.

"The foregoing order shall not apply to common carrier automobiles within cities and boroughs of the commonwealth insofar as regards operation over the tracks of electric street railways.

"Failure to observe this order may be considered by the commission sufficient ground to revoke certificate of public convenience issued to such offending common carriers, and for the further imposition of such penalties as may be authorized by the Public Service Company Law for violating this commission's orders."

A Man's Work Is His Best Expression

By W. WARD,
Agent, Indianapolis, Ind.

There is no substitute for work in the making of a man or in fixing his power of achievement. Hence, what we do today determines what we may do best and are most likely to do tomorrow. It is through our work that our habits are formed and our character determined. Every act has its inward as well as its outward effect, and therefore one's character is the direct answer to his life of actions and conduct.

Physiologists tell us that in our hours of rest the nervous system is rebuilt along the lines of preceding activity. We often treat our work in our profession as something to be ashamed of or to be got rid of. But, as the mother might try in vain to erase from her face the lines that years of anxious care and loving tenderness have written there, one's trade or profession settles down upon him, so that the marks of his calling are inevitable.

There is a belief common among us that man must seek richness and fullness of life outside of occupation, in travel, music, art, literature or studies, quite aside from his active pursuits. The life of leisure, some say, is the ideal life, and work is part of the primeval curse laid upon Adam when he was banished from the Garden of Eden. On the contrary, however, man realizes himself with his work and through his work, and everybody lives by consuming the products of labor. The man who does not render equal personal service in return is a pauper, a parasite upon society; inherited wealth or a thrifty marriage cannot free one from this obligation.

What gives nobility and dignity to life is the consistent and resolute pursuit of a calling which renders a real service to mankind. To be diligent in work implies a love for it. Carlyle says: "Blessed is the man who has found his work; let him ask no other blessing." The man who loves and idealizes his work is an artist. It is not necessary that one must write or sing or paint or carve to be an artist, for a man in the meanest occupation who is inspired by an ideal of thoroughness and completeness is an artist.

Too many workers often count the hours until they are released. They want to "have a good time." Relaxation, recreation, sports and games and social gatherings are needed as well as sleep, but there is something wrong, either with the worker or with his working conditions, if he does not get his greatest pleasure out of his work. Our greatest happiness must always come from the exercise and full development of the best thing in us.

Obstacles and difficulties seem to be a part of the Divine plan to make men of us. It does not follow that there will not be long hours of work when the flesh grows weary and when only strength of purpose and firm resolution will hold one to his task. There are no great responsibilities without great labor; likewise no mountain peak was ever gained without toil in the ascent.

Man is naturally a fighter. He delights in conflict, although not necessarily of the bloody sort. A man's work is the best expression of himself, for a man is as large as the thing he does and no larger. Every evil in society is a challenge to our manhood.

What Patrons Say of Our Service

No Train Like the Panama

The following letter was addressed to J. R. Marler, ticket agent at Freeport, Ill., by E. R. Shaw, an attorney with offices at 115 Stephenson street, Freeport:

"Some little time ago you secured tickets for myself and wife for a round trip to New Orleans, at the same time getting reservations for compartment, etc.

"At the time I much appreciated the very accommodating and courteous manner in which you took care of the order, and I thought you might be interested to know that the train service was more than up to my expectations.

"I found your Panama Limited to be a better train than I expected. I have made the New York trip a number of times on the Century and have had some experience of other fine trains, but I never found one that was quite the equal of your Panama Limited. Not only that, but all of the officials were exceedingly courteous, the dining car service was excellent, and the fast-running schedule was maintained absolutely at all times. I consider the Panama the best train I ever traveled on, and my wife and I enjoyed the trip very much, both going and coming.

"I thank you for the careful way in which you arranged my reservations."

Thanks for Holding a Train

The Illinois Central recently accommodated the Cullom Electric Company of Cullom, Ill., by holding local freight train No. 392 in handling an automobile car on the main track just north of Cullom to permit that company to load a heavy, oil-burning engine for Belleflower, Ill. As a result, the following letter of appreciation was recently addressed to Trainmaster J. T. Stanford of Champaign, Illinois division, by A. G. Walter, secretary of the electric company:

"With reference to the letter written to you on March 17, 1922, by your local agent here, Mr. Taylor, concerning the holding of your local freight No. 392 for the purpose of loading the large engine for Belleflower, we wish to state that we cannot dismiss this matter from our mind, even after paying your treasurer the required charges, without at least writing you of our appreciation of the service done us in this matter.

"You may be too busy to waste your time in reading such a letter as this, but we think we ought to thank you personally for your services in allowing us the privilege of holding your regular train, which we understand is not customary.

"We were advised by several (whose general opinion of the railway company is 'highway robbery, hogs, independence, etc.') that there would be no use even to ask your company to hold a freight an hour or two, as they would be too selfish or strict to grant any such favor.

"We for one stated (and we are positive of what we state, considering previous dealings) that we have never asked anything from the Illinois Central Railroad Company but what it was given a strictly business decision, as was the result in this case.

"We also wish to state that your train crew was very courteous and patient and that also you saved us some \$30 or \$40, besides lessening the danger to several lives, by allowing us to load the engine at the point suggested. Your charge of \$18.20 was very reasonable and much lower than we expected, and our object in writing this is to let you know that there are a few concerns who think differently of the railway company than the majority of the public does."

Service to a Funeral Party

The following letter to Vice-President C. M. Kittle is from Charles V. Essroger, vice-president of the First National Bank of Chicago:

"Occasionally it happens that I am able to give you some business by routing some of my friends over the Illinois Central.

"A week before last I sent a small party out over the Panama, and today I am sending a party of six over your road to St. Louis. I am glad to do this, not only on account of the excellent service that your road gives, but also because I get such prompt and courteous service out of your depot agent, Mr. Nolan. The party going out today is routed for Galveston; the children are taking along with them the body of their mother, who died last evening. Mr. Nolan was simply indefatigable in his efforts to secure the proper accommodation for them, and as I know you railway men

are always glad to hear of efficient service rendered by your personnel, I am glad to say these few words in Mr. Nolan's behalf."

A Timely Example of Service

The following letter to President C. H. Markham is from H. C. Yelton, president of the Inland Supply Company, 4630-46 West Augusta Street, Chicago:

"Late Saturday afternoon I read your article in the June issue of the *System* magazine, and was reminded that during the forenoon one of your employes, who I learned to be Charles W. Blake of 4501 South Wabash Avenue, Chicago, called me on the telephone and said that he had found in one of the Illinois Central coaches one of our checks, amounting to \$47.29, which, no doubt, had been lost by one of our Iowa salesmen while riding in the car.

"The check perhaps would have been of no value to Mr. Blake or any one else, but I thought it well to call your attention to it, as it illustrates to me the interest shown by some of your employes in satisfying the public, which in this case is much appreciated."

Thanks From a Board of Trade

The following letter to T. E. Hill, superintendent of the Kentucky division, from W. E. Morrow, secretary of the Louisville, Ky., Board of Trade, refers to the recent spring trade extension trip taken by members of the board:

"It was a pleasure to have you with us on our recent trade trip, and this letter is just to thank you for the interest shown and to apprise you of the fact that in resolutions adopted by members of the party your presence and participation were mentioned as factors that had contributed to making this the most successful excursion of the kind the Board of Trade has ever made.

"We also went to thank you for the service rendered by yourself and other Illinois Central officials in handling our train and in providing for the comfort and convenience of members of our party.

"We are, indeed, grateful to all of you."

All That Could Be Desired

The following letter to C. B. Dugan, superintendent, dining service, is from Isaac W. Jones, secretary of the Preferred Risk Fire In-

surance Company, 701 Jackson Street, Topeka, Kan.:

"Believing that good service is worthy of commendation just as much as poor service is worthy of condemnation, I take this means of calling your attention to the fact that I had the pleasure of partaking of the meals on your diner Sunday, May 14, between New Orleans and Memphis. The service was all that could be desired, and especially so under the stewardship of R. W. Burton, who was in charge on that date. Mr. Burton was especially interested in seeing that the patrons of the diner received all possible attention."

All Were High in Praise

The following letter to Master Mechanic L. Grimes at Jackson, Tenn., is from Prof. J. W. Lane of Lane College for negro students at Jackson. Professor Lane is a son of Bishop Lane, one of the leaders among his race in the South.

"I wish to thank, through you, your company in the splendid accommodations afforded our people of the delegation to the C. M. E. General Conference at St. Louis, Mo., last week.

"I went down to the station to ascertain just how the large delegation felt toward the accommodation, and all were high in their praise of the Illinois Central.

"If at any time that I can be of any service to you in bringing business to your company, inform me, and I will take pleasure in rendering whatever assistance that I can to help you carry out the program that you desire."

Our Friends in Vaudeville

The following letter to President C. H. Markham is from E. F. Albee, president of the B. F. Keith circuit of theaters, 1564 Broadway, New York City:

"Enclosed please find a copy of a letter from one of our vaudeville artists, which I think will be of interest to you.

"The splendid co-operation which you have given in assisting to have the baggage of the vaudeville artists delivered on time for their entertainments is most commendable, and these little notes from the artists are very gratifying from the standpoint that they are very appreciative of what is being done.

"I have sent a similar letter to the general passenger agent at Memphis.

"Please accept my sincere thanks for your many acts of kindness."

Jack Fulton of Fulton & Burt, the vaude-

ville artist referred to, had written to Mr. Albee from the Regent Theater, Detroit, Mich., as follows:

"Knowing you appreciate being advised when your efforts are not in vain, particularly in a railway and baggage case, I wish to acquaint you with the extreme courtesy shown Pantages performers leaving Memphis. The Illinois Central lines, through their general passenger agent, make it possible for acts to open Sunday in Chicago or northern points by holding the Panama Limited, their crack Chicago and New Orleans express, for thirty and even forty minutes every Saturday night, to enable the Pantages performers to catch the train. They also run without baggage from New Orleans to Memphis in order to carry the show baggage (since this is a fast train, baggage space is limited).

"Instances of courtesy such as this certainly command attention and thanks. All the members of our show have written the general passenger agent commending his action on our behalf.

"Feeling sure you enjoy knowing such courtesies are being shown the profession at large after a bitter struggle, I take this liberty of writing you."

Mr. Albee wrote to Mr. Fulton as follows:

"I have yours of May 10. Your letter indicates that there is a great improvement in the handling of baggage and in the courteous consideration shown by the railroads throughout the United States and Canada, as far as the vaudevillians are concerned. This emanates from the presidents and is carried out by the officials and employees of the different roads. When I decided to endeavor to improve the baggage conditions, so that there would be less occasion for complaint on account of the non-arrival of baggage at the theaters, also the artists on Monday morning (the artists lose one or two shows, and the manager is inconvenienced and the public disappointed), I wrote to the president of every road in the United States and Canada, and they courteously replied, pledging their efforts to bring about more tenable conditions. The complaints prior to taking this matter up were frequent and from all over the country. Today we scarcely hear of any dissatisfaction, and there are few cases of the non-arrival of baggage in time for the Monday performance.

"I feel that this is entirely due to the great interest which the railway people have taken, particularly the president of each road, who

gives the greatest interest to every case reported to him. There is no delay; he immediately sends it down the line for action, and the results have been most satisfactory.

"The artists can do much good by being careful to make the proper arrangements during the week for their travel, on Thursday, Saturday or Sunday night, as the condition of their contract calls for. I feel that courteous treatment to the railway people, baggage men, transfer men and everyone connected with the transportation of yourselves and your baggage would be a just return for the great interest that they are taking in the artists' affairs. Always keep in mind that courtesy, gentleness and consideration for others generally bring a return of the same; so what you expect from others you must first advance yourself. We are making great headway toward better conditions in every branch of the vaudeville business, and we want to carry on the good work.

"Thanks for your letter. I have sent a copy of it to President Markham, together with a copy of my reply. It will also be published in *The Vaudeville News*, so that other managers and artists and any railway men who may run across this little paper may know of our appreciation of their excellent interest and consideration in our behalf."

TO CONDUCT A TOUR

G. W. Schelk, ticket stock custodian of the passenger department, Chicago, will conduct a vacationists' tour through Yellowstone National Park and Colorado this summer. The trip, which is the tenth he has had charge of, will begin August 13.

He routes the party over the Illinois Central to Omaha, and over the Union Pacific to Yellowstone. Through Pullman service is given.

A single charge includes: Round trip railway transportation, round trip Pullman accommodation, meals, lodging, surcharge, scenic side trip to Ogden Canyon, complete tour of Yellowstone National Park, side trip from Canyon Camp to Canyon Hotel and return, sight-seeing trip Salt Lake City, organ recital at the Mormon Tabernacle, open-top observation car through Royal Gorge, automobile drive through the Garden of the Gods, Williams and South Cheyenne canyon and Denver.

Mr. Schelk was formerly traveling passenger agent at Evansville, Ind., and has been in the service of the company for about twenty years.



THE Fairhill War Heroes' Memorial was six months old when Private Stanton Martin came home from overseas. That is, it was six months old as an objective, not an attainment. It had some of the attributes of a chick pigeon, that memorial project: 'twas larger at birth than it was subsequently. The women of the town planned and launched the movement—mothers, wives, sisters, sweethearts of men who served. The plan was modest enough: simply to raise \$1,500 to buy and install a clock in the courthouse tower for a visible manifestation of gratitude and honor to the boys; but it had turned out an up-hill undertaking.

Private Martin's gentle and unassuming little mother was one of the main workers in behalf of the memorial. She had had two sons in the A. E. F. One, Roy, the elder, slept under a wooden cross somewhere in France. But the other, Stanton (every one except his mother called him "Stunt"), had survived the Meuse-Argonne inferno and six months of peaceful occupation along the Rhine, to return home, seemingly inches taller and pounds heavier and shades browner, but with his boyish smile the same. There were moments when mysterious shadows brooded in the depths of his eyes, not often, only when he remembered and fancied himself unobserved. Of those shadows he never spoke.

Stunt Martin was freckled and habitually genial. When he smiled a certain kind of smile, the beholder thereof were wise to arm his heart with strength. It was an icicle-melter, that smile.

"I hear talk about a clock for the courthouse steeple, down town, Mommy," he remarked one day. "'Most everybody seems to think it's a joke. What is the idea, anyway? Didn't they go at it right, or what?"

His mother sighed.

"I've wondered what made us fail in that," she said. "And I guess it's because everybody's tired of giving. While the war was going on it was different, although some of them didn't

give much, even then. But Fairhill isn't a wealthy community."

"Isn't it? What about all those old codgers up on Bon Ton Avenue? Mark Burridge and George Sapp and Henry Pickard. Any one of 'em could give the price of a town clock and never miss it. Who went after 'em to get 'em to subscribe?"

"Well, we divided up the work of soliciting among all the women. Each solicitor saw certain ones. Mr. Sapp gave \$5. Mr. Burridge didn't give anything. We tried everything we could think of to raise the money. We gave a chicken dinner, but it rained all day that day, and very few persons came to town. And we had several entertainments—but nobody came to speak of. And we had a tag day. All told, we've made up something more than a hundred dollars. Mr. Tufts, who edits the *Weekly Herald*, has been mighty nice. He's boosted for the memorial in the paper as hard as he could."

"I have a pretty good idea of what happened," he laughed. "You held meetings and appointed committees, and Ewing Tufts made a speech, and everybody applauded, and you had a regular love-feast. Everybody patted everybody else on the back and was for it tooth and toe—



"I hear talk about a clock for the courthouse steeple, down town, mommy," he remarked one day. "'Most everybody seems to think it's a joke. What's the idea, anyway? Didn't they go at it right, or what?"

nail. It looked like a cinch. The trouble was you didn't have any of the opposition present—the guys you were depending on for the coin. When you got out and bumped up against the airtight outfit, you found that they'd gone in their holes and stopped up the entrances. You didn't go at it right, Mommy."

"Stanton, my dear boy, we did the very best we could. You can't force people to contribute to something they aren't interested in, can you?"

"Oh, can't you?" Stunt smiled his disarming smile. "It's all a matter of tactics, I'm thinking. You can catch flies with molasses, but not cinnamon bears. You have to run your bear into a hole and then smoke him out."

She shook her head a little sadly.

"People have already forgotten the war with its horrors and its sacrifices," she said. "At least, those have who weren't intimately touched. Those who sat safe and comfortable at home, while others fought and died to keep them safe, can find it easy to forget. And the farther away it gets, the less they'll think about it—."

"Did you all want that memorial so very much, Mommy?"

"Why, of course, my son. We had our hearts set on it. It's a bitter disappointment to every true woman in Fairhill to think we failed—."

"All right then, Mommy; just you rest easy. Maybe something can be done yet."

"Do you mean you have a better plan, Stanton?"

Stunt Martin smiled his sunniest smile. "Shake, Mommy," he said with an air of affectionate raillery. "I believe I'll tackle the job just for fun. You watch my smoke—."

Stunt's first move in the game he was about to play was to pay certain unostentatious visits to the office of the sheriff and county prosecuting attorney, where he talked for some little time and left in the best of humor, to judge by the laughter which sounded in his wake. In passing, he also spent some minutes in earnest confab with the city marshal and his able-bodied coadjutant, the night policeman, who watched over the peace and order of Fairhill. These, too, were rather merry when he left them. But then, all of the officials in question had known Stunt Martin from the time he could toddle. The young man returned to his mother and asked for and obtained a dozen or so of the white satin ribbon insignia worn by the whilom sirens whose charms had

failed to charm. After that Stunt seemed to fade out of the picture.

Along in the gray gloom which transiently intervenes between twilight and pitch darkness during the wane of the moon, he reappeared as a spectral horseman, riding on some queer errand through the dim, deserted thoroughfares of the residence section of Fairhill. The motive behind this silent traverse was not exactly apparent; he rode circumspectly up one street and then down another, following an involved and intricate course which was doubtless in conformity with a considered plan. A keen-eyed observer of his furtive movements might have noticed that he trailed some obscure, small object behind his mount, attached to a long string.

It was well toward midnight when, faint and far off, like the "horns of elfland faintly blowing," sounded a long-drawn chorus. Nearer and nearer it drew, swelling steadily in volume, until none could mistake its significance. It was the long-drawn, deep-mouthed baying of a pack of 'coon hounds in full cry. Almost everybody in Fairhill knew that particular pack of dogs; it belonged to a be-whiskered old-timer, half hermit, half patriarch, commonly called Old Man Bowman, who lived in a sort of cabin dugout down along the creek bluffs. There were ten dogs in his pack.

They presently entered the confines of the town, and wondering burghers, roused from blissful dreams, marked their riotous course through the heart of the city. They left a shattered welkin in their wake. Ten lusty and eager 'coon hounds belling together along the quiet streets of a sleeping country town in the dead of night are cause sufficient for disturbed dreams. The pack circled and zig-zagged in and out, up and down, forward and back through the district where retired capital had reared its lares and penates. Pandemonium reigned for something like an hour. With a final, clangorous, throbbing burst of acclaim under the windows of Marcus Burridge, the dogs trailed off in widening circlings, in a persistent but futile attempt to pick up the lost scent.

Stunt Martin, broadly a-grin, was down town early. Friends facetiously inquired, "Was that you out hunting last night, Stunt?" and he grinned yet more broadly. "That was a still hunt to what's going to happen," he averred to one or two.

All that day Private Stanton Martin was busy surreptitiously consulting with young men

at their various places of employment. These consultations were darkly confidential. There were a great many warning admonitions and occasional explosions of hilarity. Stunt improvised a sort of temporary headquarters at Ben. Carter's O. K. Garage, where his trusted co-conspirators could find him during the afternoon.

Late that night, after the picture show had ceased to function and the proprietor of the Owl Meat Market, who took pride in living up to his trademark, had padlocked his front door, a small motor car of a familiar brand, having a truck body behind, might have been seen to scuttle out of the O. K. Garage. Stunt Martin was at the wheel. He drove swiftly to various apparently predetermined trysting spots, augmenting his whispering company of passengers by one or more shadowy figures whenever he stopped. Presently a dozen youth clung by precarious handholds and footholds to the little car, which carried in addition to its living cargo a weird assortment of paraphernalia—battered galvanized tubs, tin dishpans, pieces of sheet iron, circular saws, and a formidable array of shotguns and revolvers. Each young man wore a white ribbon badge.

"The first mud-turtle on our list," Martin said after he had picked up the last recruit, "is our old conservative friend, Hen Pickard. We'll touch him up for half an hour or so until he gets the wool out of his eyes, and then I'll put a bug in his ear. I've got him down for three hundred plunks. But if he gets up-pish we'll make it four, see."

"Make it four," a deep voice droned in the darkness like a sepulchral echo.

The car halted in front of a darkened domicile. There was a bustle of unloading cargo, a stealthy movement of dusky figures toward the house. Then—a sudden tremendous cat-clysm of sound split the quiet night like the crackle of Doom. A clanging clash of metal mingled with the thunderous rumble of crashing gongs, the boom of shotguns, the staccato blasts of small arms, the clanking and jingling of bells, the yelling of maddened savages. Fair-hill, and more particularly the household of Henry Pickard, awoke with throbbing eardrums. Most of those who heard the barbaric rhythm understood its discordant significance.

It was the tumult of the almost obsolete but well-remembered "shivaree."

The din increased in volume and violence. It was like the crashing of Thor's hammer

on the anvil of the gods. Then, abruptly, the uproar rippled and thundered away over the echoing hills and valleys and ceased. Pickard had raised an upstairs window.

"What's the meaning of this devilish racket?" he demanded. "Who's doing it?"

"We're soliciting subscriptions for the Soldiers' and Sailors' Memorial," replied a pleasant voice from the shadows—the genial accents of Stanton Martin.

"Get out!" roared Pickard. "One more yelp out of your gang, and I'll have the lot of you arrested!"

The window came down with a bang. The sleep-annihilating serenade again rent the dulcet night. This time it was no transient disturbance; it kept on, and on. It is to be assumed that Pickard telephoned the officers whose province it was to arrest peace disturbers. No guardians of the law appeared. The beleaguering continued without interruption. It was a long siege at Pickard's. He had a horror of parting with money. But he dipped his flag a little after 1 o'clock.

"I—I'll subscribe fifty dollars," he told them.

"Company, attention!" barked Stunt Martin. "Resume action! Hit 'em hard!"

"I'll—I'll make it a hundred dollars," squeaked the retired capitalist.

"Company, at ease!" ordered Stunt. "The enemy is slipping."

Further parley ensued, and at least one volley from the heavy field guns. Henry Pickard shakily signed a check for \$350 in the end. The difference between the \$400 demanded and the \$300 offered was divided by common consent.

The canvassing committee carried its equipment across one intervening vacant lot to the home of George Sapp. The engagement there was rather brief. Sapp had been just the same as under bombardment for several hours. He capitulated to the tune of an even \$200 at 2 o'clock. The little car was loaded and driven to the next block. The unit was getting into its stride now. The committee garnered checks amounting to \$425 in that sector. These were in smaller individual contributions. One comparatively indigent capitalist was absolved for \$125. Stunt didn't want to impoverish anybody. "Remember," he grimly warned each victim, "If you stop payment on this check, we have

the sheriff's permission to use our own judgment about tar and feathers."

The canvassers wound up their busy night at Colonel—by courtesy—Hooker's feudal castle. The Colonel, with a little grilling, disinterred buried treasure to the extent of \$250. The committee knocked off work for the night with that.

The news of Stunt Martin's summary methods as a subscription-solicitor spread to the four corners of Fairhill. The town cackled with enjoyment. It was a new and novel means of promoting public spirit. And it was quite characteristic of Stunt Martin.

"Mark Burridge is the richest old tightwad in town," Stunt reminded his devoted clansmen when they mobilized for duty that night. "I've turned on the full capacity of my 3-candle-power brain today to think up something suitable for his benefit. And I've got it. Listen to me a second—"

They loaded a mysterious contrivance on the little truck and drove to a blacksmith's shop, where Stunt produced a key and they proceeded to add two anvils, a long iron rod and a blow-torch to their equipment. The party was augmented by one new member, a non-resident of Fairhill who answered to the tribal name of O'Sullivan; he was one of several steel-workers engaged in setting up the girders and beams of the new high school annex, and he had charge of the mysterious contrivance.

The earlier endeavors of the committee that evening had to do with three or four lesser lights in the financial firmament. These contributed their allotted quota without much reluctance. The car was loaded again and driven to the semi-suburban abode of plutocrat Burridge. Stunt drove right up the driveway and stopped close by the house. While equipment was being unloaded by the main body, one man mounted on the shoulders of a comrade removed the frosted globe and light bulb from the electric porch lamp. Stunt rang the doorbell. Marcus Burridge personally answered the summons. The young man stepped briskly into the hall and stood against the porch-light switch.

"Happy greetings, Mr. Burridge," he said with his most dangerous smile. "Excuse me for coming in, but we want to use your porch socket for a little while, and I'm the hero who's supposed to guard the switch. We're going to give you a little sample of the real thing before we start talking business."

Marcus Burridge was a small, egg-shaped man who talked in a series of grunts. He had chin whiskers and a short bristling mustache, horizon gray in color.

"I've heard about you and your rowdy gang, Martin," he said jerkily. "I expected you'd come here. Go right ahead. We'll see who's the most surprised in the end."

A figure appeared at the door. It was O'Sullivan.

"All set, General," he said. "Ready for orders."

"Battalion, attention!" bellowed Stunt. "Engage the enemy!"

Six shotguns, both barrels set off nearly simultaneously, roared at the word.

"Our battery of 75's," Stunt remarked as Burridge grimaced. "The machine-guns will join in in a minute—"

There was a sound as if earth and sky were being ripped asunder. It was ear-splitting, nerve-shattering, terrific. It drummed on the very auditory sense-center of the soul—a veritable rat-tat-tat of all the imps in a Dantean Inferno. The windows rattled; the walls vibrated with it. Abruptly it ceased.

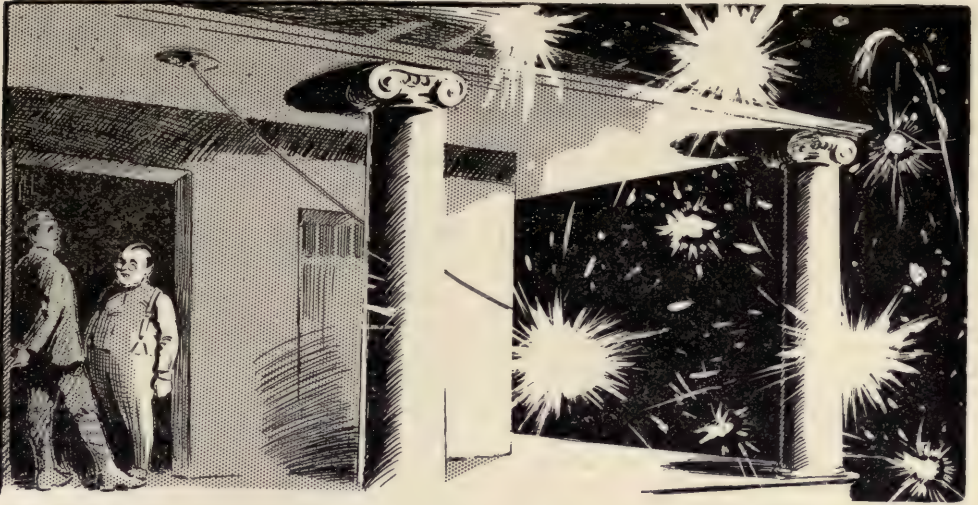
"Over in France the natives used to call machine-gun fire something that sounded like 'ranh-tanh-tanh,'" observed Stunt. "They had some little dolls they called 'Neenette' and 'Ranh-tanh-tanh.' Supposed to protect the fellow that wore 'em from harm. But not always, I noticed. You never heard the bullets buzz past your ears, did you, Mr. Burridge? And I'd like to ask, have you ever had—cooties?"

The old gentleman grunted negatively.

"You've had it pretty soft," murmured Stunt Martin. "Nothing to do but rake in the chink. Battalion, attention!" he rapped out. "Over the top, first wave! Open order! Let's go!"

Somebody set off a photographer's flash cartridge, which glowed with a ghostly light. O'Sullivan and his electric riveter went into action again. The shotguns roared. Pistols and rifles crackled. But filling in the interstices of other sounds was a horrible, ripping, rattling, galloping noise like that made by some giant hand raking a stick along a colossal picket fence. This ended in a frightful explosion which almost knocked Burridge off his feet. Silence fell—a silence like the hush of a tomb.

"That was one of the enemy's big shells," quoth Stunt. "Must've hit pretty close. I've seen a dozen men simply blown into red rags where one of them babies struck. You know you can hear 'em coming for quite a while.



"You never heard the bullets buzz past your ears, did you, Mr. Burrige? And I'd like to ask you, have you ever had—cooties?"

And then—blooie! Like that, all night long. Division, attention! Barrage! Machine-guns! Give 'em the works!"

Then the real pandemonium of the night thundered into actuality. What had gone before was mild. Blasts that shook the house resounded. The heavens rocked with the thunder of gun-fire. Ten—twenty minutes passed; the uproar did not slacken.

Marcus Burrige covered his ears with his hands. He motioned to the young man against the wall, at last, as if asking for a chance to speak. Stunt clicked off the electric switch. The bombardment stopped almost instantly.

"I've had enough," the old man said weakly. "I begin to see just a little bit what you boys had to endure over there. Now we'll get down to business. Jumping Jehosaphat! My ears are ringing till I can't hear myself think."

"Army, attention!" shouted Stunt. "Cease firing! At ease!"

"This memorial thing," continued Burrige. "I haven't been in favor of a clock to honor the soldier boys with—."

"You understand, sir," the young man said quietly, "we're not raising this money just because we were in the war ourselves and because we want to be honored. We don't really give a whoop about having a memorial. But the women folks want the darned thing, and that's enough for us. They were the ones that suffered the most, if you'll stop to think about it.

And I guess they haven't forgotten the fellows that didn't come back—those are the ones this memorial is meant for—."

"Yes, I reckon I understand," the other grunted a little gruffly. "I haven't never exactly favored this piddling clock as a proper memorial to our soldiers and sailors. That blabber-mouthed Ewing Tufts and some of the others have been yelping around for a clock mainly for lack of sense. And a body would only get themselves sneered at if they'd suggested something else. Tufts thinks he knows it all. But—well, how much money do you lack of enough to buy the clock?"

"Why—er," Stunt was never quick in mathematics, "I think we're short about five hundred plunks yet, Mr. Burrige—."

"Very well, I'll write you a check for it. And, while we're discussing the matter, there's something else I want to mention. I've been planning all along to do something in honor of you young fellows who went through hell for the rest of us, but I wasn't in any particular hurry about it. I just wanted to see how many other folks would let the subject slip from their minds as time passed. I've got a deed already drawn up here in my desk; it conveys that 40-acre tract of land of mine over here in the east part of town to the city of Fairhill as trustee for the establishment of a park dedicated to the memory of those who fought in the great war. And I am further going to see that a suitable granite shaft is

erected on it in honor of—of the fellows who didn't come back."

"Yes, sir," murmured Private Stanton Martin, very humbly. "I—I guess I—we ought to thank you—but words are sort of— of—."

"Words are nothing but audible whiffs of air, my boy," snorted Marcus Burrige. "It is the thought behind them that counts."

"Yes, sir," said the young man, lifting his hand in salute.

Has Motorists Sign a Pledge for Safety

In an effort to gain the best results possible during the "Careful Crossing" campaign, W. H. Petty, trainmaster on the Mississippi division, originated the idea of having printed-pledge cards for motorists to sign, promising they will stop their automobiles before driving on a railway track.

The cards tell the number of persons killed and injured at railway crossings during 1920, then announce the date of the "Careful Crossing" campaign, which all the railroads in the United States are waging. At the bottom of the card is a place for signature, address and occupation of the signing motorist, and a request that a 1-cent stamp be placed on it and the card mailed to the person addressed on the reverse side. Three sets of cards were printed; one set was addressed to Mr. Petty, another to Trainmaster N. W. Spangler and a third to Superintendent A. D. Caulfield.

Employees of the Mississippi division take the cards out with them on their runs and place them in the hands of motorists. One engineer, C. J. Barnett, handed out fifty-six cards, which were returned properly signed, and asked for the privilege of distributing 500 more. Another engineer, S. A. Law, obtains used copies of the June issue of the *Illinois Central Magazine*, attaches to the magazine one of the cards and a letter, wraps the three in a neat little bundle and throws or hands the packages to automobile owners along the right-of-way. The letter Mr. Law attaches is as follows:

"Dear Friend: I am throwing you off one of our monthly magazines. Please note the picture on the cover. I would be glad if you would look over the magazine, turn to page 131 and read carefully, noting the great number of accidents that happened on road crossings last year.

"Won't you help us to eliminate accidents on our railroad by stopping, looking and listening before crossing?

"Just think how an engineer feels when he sees he is going to strike an automobile and

probably injure or kill a lot of people! I have been running an engine on this division nearly twenty-five years, and so far I have not struck anyone on a crossing; but, when I see the desperate chances that our people are taking day after day, I am in mortal fear of striking someone at almost any crossing.

"We blow the whistle, ring the bell and do everything in our power to avoid these accidents, and we are just asking you as our friend to assist us."

The cards that have been returned to Mr. Petty contain the signatures of the mayor of Memphis, secretary to the mayor of Memphis, city commissioners, sheriffs, insurance agents, physicians, bankers, lawyers, manufacturers and wholesale and retail merchants.

Mr. Petty has already obtained the signatures of persons from every station on the Grenada and Aberdeen districts. His object is to gain the co-operation of several representative persons in each of the towns on the division. By stopping before they cross a railway track, these persons will serve as examples to others.

Engineer Barnett wrote the following letter to Mr. Petty:

"Everyone I ask thinks this move is a fine one, and you can't make a mistake by pushing it. I wish you would hand me, on No. 8, five hundreds more of your cards, and I shall have them signed and returned to you.

"It is a good work. Keep it up.

"The bigger the man, the more anxious he is to sign. I wish you would take time and look over the signatures of the inclosed cards."

APPOINTED IN UTAH

Effective June 15, J. C. Barr was appointed traveling freight and passenger agent of the Illinois Central System, with headquarters at Salt Lake City, Utah. His offices are at 205 Judge Building.

NEWS OF THE DIVISIONS

AROUND CHICAGO Foreign Department

Morris Freehling, city freight agent, foreign department, Chicago, has been granted a six months' leave of absence on account of his health. He is spending his leave in Denver. Mr. Freehling has been connected with the railroad twenty-two years.

Weighing and Inspection and Demurrage and Storage Departments

Miss Myrtle Bjurstrom announces her engagement to Elmer George. Both are of the demurrage and storage department. Myrtle has been with the Illinois Central the last four years and is now secretary to Supervisor Tinning. Elmer has been with the Illinois Central the last two years as demurrage inspector.

J. A. Prendergast of the weighing department is the proud parent of a baby girl, born May 23. This is the fifth baby in the demurrage and weighing departments the past year. James H. O'Keefe, chief clerk, Paul M. Lea, assistant chief clerk, W. J. Leahy, demurrage inspector, H. A. Simmons, weighing inspector, and Mr. Prendergast are the proud fathers.

General Freight Department

Announcement is made of the marriage of Carl F. Stephansen of Chicago and Miss Edna Miller, which took place in New Orleans, Tuesday, April 25, during the Triennial Conclave of the Knights Templar. The wedding was the culmination of a romance started during the war, when Mr. Stephansen was stationed at Camp Logan as secretary to General Henry, after which he spent one year in the Philippines. He is now connected with the Illinois Central as secretary to W. Haywood, general freight agent. The bride is the daughter of Mr. and Mrs. June P. Miller of Houston, Texas.

Auditor of Freight Receipts

On Decoration Day the little daughter of R. G. Wall met with what appeared to be a fatal accident when hit by an automobile. Following a successful operation at the Illinois Central Hospital, however, she is rapidly recovering.

Miss Jessie Miller was married to George Madsen of the freight claim department on June 3. Miss Miller was given a suitable present by her many friends.

Burnside Roundhouse

Engineer L. E. Quyle, who was granted a leave of absence to overcome an illness, has gone out West to live in the mountainous region for a while.

Fireman Patrick McGovern has started on a trip to Ireland to visit his folks.

Engineer and Mrs. W. W. Huggans have been visiting friends in Toronto, Canada, making a stop-over at Niagara Falls.

Machinist Frank Pleva was off several days on account of his mother's death.

Engineers James D. Kelly and John McElree have been granted leaves of absence to try their luck on their farms in Montana and Indiana.

Fireman C. Nolan is the proud father of a baby girl, born recently.

Suburban Passenger Service

Mrs. Lillian Schafer's infant son died March 31.

Miss Eileen Sullivan was recently married to Dennis Keating.

Mrs. Laura Smith's husband passed away suddenly May 26.

Mrs. Laura Goodman has been visiting relatives at Bloom, Kan.

Mrs. Grace Rinearson's son had a successful operation recently.

ILLINOIS DIVISION Superintendent's Office

The marriage of Miss Blanche P. Lawson of Chicago to Wayne A. Johnston of Champaign was solemnized at 4:30 p. m., Saturday, June 17, at the home of the bride's parents, 6514 Kimbark Avenue, Chicago. Mrs. Johnston is the daughter of Mr. and Mrs. L. ("Pokey") Burns, and Mr. Johnston is the son of Mrs. DeEtta Johnston, 604 South Third Street, Champaign.

Mrs. Johnston entered the service of the Illinois Central May 22, 1917, in the superintendent's office at Chicago as comptometer operator. She was later transferred to Champaign when the division offices were moved to that point in October, 1918. This position she held until June 10, this year, when she resigned.

Mr. Johnston entered the service of the Illinois Central as an accountant in the superintendent's office at Champaign, September 23, 1918; was promoted to chief accountant, February 16, 1920; was promoted to chief clerk to superintendent September 1, 1920, and was transferred to be assistant chief clerk to the general superintendent, Chicago, September 28, 1921. This position he now holds.

The bride and groom spent their honeymoon in Chattanooga, Tenn. They have been at home since July 1 at 6032 Stony Island avenue, Chicago.

Miss Kathryn Kelligar, stenographer for Trainmaster J. T. Stanford, has returned to



The Johnstons

the office, having recovered from a recent operation for appendicitis.

Miss Fairy Wand entertained at a vanity shower at her home, 402 East Green Street, Champaign, Tuesday evening, June 6, in honor of Miss Blanche Lawson, who on June 17 became the bride of Wayne A. Johnston. Those present were: Misses Zoe and Billie Friend, Mrs. Paul Somers (formerly Helen Sullivan), Miss Bernice Sullivan, Misses Pauline and Margaret Mallman, Miss Ethel Baker, Mrs. Otis A. Barnes, Misses Viola and Mildred Monahan and Misses Lona and Blanche Lawson. Light refreshments were served.

Kankakee Roundhouse

Herman Miller, blacksmith, was called to Junction City, Wis., recently by the death of an uncle.

Mr. and Mrs. F. R. Shapland are the proud parents of a new daughter. Mr. Shapland is an engineer.

Conductor Ed Ehrich is off duty on account of illness.

Mr. and Mrs. H. A. Kunde are the parents of a baby girl. Mr. Kunde is an engineer.

Switchman W. F. Hardgrove of Kankakee, Ill., was pensioned May 1. Mr. Hardgrove entered the service of the Illinois Central, Friday, September 13, 1900, and had been in continuous service since. He began as a brakeman on the Bloomington district and was later transferred to the Kankakee yard as switchman.



W. F. Hardgrove

SPRINGFIELD DIVISION Decatur, Ill.

The regular monthly meeting and luncheon of the Transportation Club of Decatur was held Thursday evening, June 8, at the Y. M. C. A. William Haywood, general freight agent, Illinois Central, Chicago, was the speaker of the evening. His subject was "Service as Applied to the Modern Railroad." More members attended this meeting than have been present at any meeting since the organization of the Transportation Club.

Clinton, Ill.

With the return of the second local between Clinton and Pana, June 12, Conductor Kapelsky has moved to Clinton to take the Sunday lay-over at Clinton. Conductor Bennett falls heir to the position on the local between Pana and Centralia vacated by Conductor Kapelsky.

Everyone is glad to see Conductor O. R. McClelland back in service after an absence of several weeks on account of serious illness.

Dispatcher John R. Fleming has been transferred temporarily to the Indiana division at Mattoon on account of increased business at that point.

Dispatcher H. S. Macon enjoyed a 10-day vacation trip with Mr. Dodge and Mr. Lindrew of the fuel committee, taking an active part in the fuel campaign on the Southern Lines.

The Centralia-Peoria business has been heavy since May 15. There are now four crews assigned to these runs.

From May 27 to June 1, the Illinois Central handled seventy-three Clover Leaf trains between Ramsey and Vandalla, which were detoured on account of repairs being made to a bridge on the Clover Leaf one mile west of Ramsey.

Effective May 1, an Illinois Central agency was opened at Havana, Ill. T. R. Beach has been assigned to be permanent agent at that point.

Dispatcher J. A. Vallow has resumed his duties at Clinton after six months in California. The trip has greatly benefited his health.

F. J. Stuber has been assigned as permanent agent at Chestnut, vice T. R. Beach.

Mr. and Mrs. R. C. Fortman of Springfield are the proud parents of a baby boy, born June 8. Mr. Fortman is third trick operator at East Grand Avenue.

Hard road work on the Meridian Trail between Pana and Centralia is rapidly progressing. This temporarily makes business good for agents at stations in this territory, as the Meridian Trail parallels the Illinois Central on this district.

Yardmaster and Mrs. N. B. Clark of Springfield departed June 1 for points in Colorado, Washington and Oregon. They expect to be gone about six weeks. During Mr. Clark's absence, Night Yardmaster C. M. Ruddle will act as day yardmaster.

Division Superintendent and Mrs. C. W. Shaw, District Surgeon and Mrs. George S. Edmonson and son Kenneth departed June 1 for Los Angeles, Cal., to attend the Rotary Club meeting. While in California they expect to visit many other points of interest.

Yard Clerk Ellis Reddick and Miss Nelle Surdam were married in Springfield Tuesday, June 5. They went to New Orleans on their wedding trip.

Conductor M. J. Kenney is again out of service on account of sickness, being relieved by Conductor Burkhardt.

There was a severe storm at Springfield on the morning of June 13, damaging considerable property and blowing down some of the Illinois Traction System poles and wires, making it necessary for the I. T. S. to call on the Illinois Central for assistance. We furnished a switch engine and crew to distribute poles along the I. T. S. track and handled some of their passenger cars between Springfield and Riverton.

Switchman George Brown has been granted thirty days' leave of absence to accompany his father and mother to Denver, Colo. They expect to drive from Clinton to Padosa Springs by auto.

Switchman Hugh Magill returned Saturday, June 10, from Toronto, where he attended the trainmen's convention. Mr. Magill was a representative from the B. of R. T. of Clinton.

Local Attorney D. R. Kinder died at his home at Litchfield, June 6. Funeral services were held June 8.

Operator C. E. Ritchie has returned to Clinton after a trip to Fayetteville, Ark., to see his father, who has been very ill, but is much improved.

Road Department

Marion McClelland, who has been attending



“Twenty years I’ve carried this watch”

ENGINEER Charles Monk, of the Erie Railroad, is proud of his Hamilton. Twenty year companions they’ve been, and the Hamilton has been a faithful, reliable comrade.

Even Engineer Monk wouldn’t estimate the enormous number of trains he has brought in “on time.”

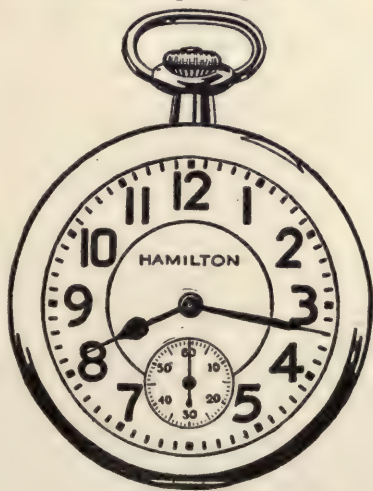
He does say that in the ordinary day’s work he must consult his Hamilton dozens of times.

Dozens of times a day, multiplied by three hundred odd days a year and by twenty years—that would make a figure which in itself spells “service.” Through it all his Hamilton has given accurate time.

This experience of Engineer Monk is but the echo of the experience of thousands of other railroad men who own Hamilton Watches. And these men know that for time inspection service the Hamilton 16-size, 21 Jewel, No. 992, is the most popular watch on American railroads.

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Hamilton Watches range in price from \$40 to \$200; movement alone, \$22 (in Canada, \$25) and up. Send for “The Timekeeper,” an interesting booklet about the manufacture and care of fine watches. The different Hamiltons are illustrated and prices given.



Hamilton Watch

“The Railroad Timekeeper of America”

the University of Illinois, has accepted a position as rodman on the Springfield division.

Miss Geraldine Reynolds, stenographer in the roadmaster's office, has been granted a two month's leave of absence and will leave July 3, together with Miss Julia Coffey of the accounting department, for Los Angeles, Cal.

Harry Miller, clerk in the roadmaster's office, has been transferred to the store department to accept a position as assistant accountant in the office of Division Storekeeper Downing.

New station facilities have been installed at Hedrick, Ind. Our station there was destroyed some time ago by a cyclone.

Frank G. Kelley died at Huber Memorial Hospital in Pana Tuesday, May 9. Mr. Kelley was a clerk in the freight department at Pana and had been in the service of this company for the past six or seven years. Funeral services were held at Vandalia Friday, May 12.

Mechanical Department

The third annual fish fry given by the supervisory forces of Clinton shops was held Wednesday, June 14, at Weldon Springs, beginning at 4 p. m. All the foremen and several guests who were present report a fine time. The menu consisted of the following:

More Fish	Fish	Bass
Olives	Catfish	
Bread	Butter	Pickles
	Lemonade	Coffee

The committees were organized as follows: Refreshments, F. S. Bogan, chairman, E. B. Barlow, Fred Howard, M. G. Taylor; transportation, H. L. Needham, chairman, R. J. Gable, F. W. Menefee. Jacob Krehl was chef.

ST. LOUIS DIVISION

L. L. Heileg, chief clerk to Roadmaster J. W. Kern, was in the hospital at Carbondale a few days recently as the result of a snake bite.

Carpenters have finished work on the extension to the division office, and the painters are expected to finish up soon. There have been many changes in the arrangement of the offices. We now have a real office building and one that all are equally proud of.

Freddie Nolting, switchman, Centralia, Ill., died May 25.

Joe Hewitt was married June 3 to Miss Marie Gordon, Anna, Ill. Mr. Hewitt is record writer in the mechanical department, Carbondale. They will make their home in Carbondale.

There were more gross ton miles (333,293,000) handled on the St. Louis division during May than since January 1, 1921, at which time the daily freight train performance report was started.

Bart Baker, who is in the cavalry at Fort Riley, Kan., is visiting his sister, Mrs. Ed Clayton, Carbondale. Mr. Clayton is clerk for Trainmaster F. E. Hatch.

Mrs. Lloyd Oliver died in Holden Hospital, Carbondale, June 13. Mr. Oliver is night roundhouse clerk at Carbondale.

L. C. Brown, fireman, engine No. 1756, south, June 10, saw a brake shoe lying on the west rail of the northbound track and took the necessary steps in reporting this and having it removed.

A DeMolay lodge (junior Masonic fraternity) has been organized at Carbondale, with several

Illinois Central employees and sons of Illinois Central employes becoming members.

Conductor William Walker attended the O. R. C. convention at Cleveland, Ohio.



E. J. Conners

Life is just one thing after another, and the latest thing for the genial general foreman at Centralia, E. J. Conners, is his new motor car. One glance at his smiling countenance will convince the most skeptical that "Rip" believes in making life pleasant. Always a favorite with the fair sex, Rip's popularity has certainly not been impaired with the advent of the new buzz wagon.

INDIANA DIVISION Superintendent's Office

"No Exception" campaign! Have you been watching the daily bulletins issued by the supervising agent's office, showing the antics of "O' Exceptions," Newt's difficulties, and the advice of the observer from the window? Also the new character "Lil' Cancellations?" Keep up with 'em—they're interesting!

M. E. Kemper has been appointed chief clerk to Superintendent Roth. L. H. Petri has been appointed assistant chief clerk to Superintendent Roth.

Our accounting department seems to be matrimonially inclined these days. On Saturday, June 10, at the parsonage of the Church of the Immaculate Conception, George Lahey (accountant, superintendent's office, Mattoon) and Miss Margurite Smith of the same office were married. They are spending their honeymoon in Chicago and Indianapolis. The next day Sunday, June 11, at the parsonage of the Methodist Church in Danville, Ill., Hugh Whisenand (accountant, superintendent's office) and Miss Stella Elliott of Mattoon were married.

April 23 a baby girl was born to Mr. and Mrs. Walter J. McDonnell—Frances Joan. "Mac" is electrician on the Indiana division.

One evening in May, Miss Lucille Yount of the superintendent's office entertained the young women of the division office at her home. displaying her usual artistic ability in house and table decorations. The color scheme was yellow, the luncheon table being unusually pretty, with yellow birds perched on tumblers carrying the place cards in their mouths, yellow nut baskets and the center piece a real work of art—it represented a Japanese garden, built on a tray. Real grass was growing; there was real shrubbery (tiny ferns and grasses); small pine cones, which had been dipped in green paint, were used to represent small trees. Around the edge of the tray was a wall made of small pebbles and real cement, and a small path made of white sand wound in and out among the shrubbery from one entrance to the other. At one end of the garden was a small lake, on which serenely floated a small white swan, while tiny fish, a frog and a turtle played around on the sandy bottom. Some cosmos and other taller grasses were planted around the lake to afford some nice shade for

the little chicks and ducks which were scratching in the grass nearby. Over an arbor made of small twigs tied together were twined little yellow rosebuds, while a small white cupid made an impressive piece of statuary; between the trees and shrubbery could be seen a little rustie bridge.

Chief Dispatcher's Office

J. E. Cullum, agent, Helmsburg, Ind., who broke his leg recently playing ball, is improving nicely and expects to be back at work soon.

Agent H. A. Douglas, Dundas, Ill., bid in first trick at "MY," Mattoon yard office, and at present is filling in at "Q," dispatcher's office, due to extremely heavy business on the division.

OUR CORRESPONDENTS

No. 2



MISS FLORENCE McSHANE, secretary to Superintendent H. J. Roth of the Indiana division at Mattoon, Ill., has made the arrival of the Indiana division notes in the magazine office an event of gladness to the hearts of the editorial staff. She nearly always has at least one good story for the magazine, in addition to the usual notes. Miss McShane has been secretary to the superintendent for eleven years.

During May the Indiana division moved 7,692 loads out of Evansville, Ind. This was the heaviest movement ever handled out of Evansville in one month, making it necessary to put on three additional dispatchers at Mattoon.

Dispatcher J. L. Fleming from Clinton, Ill., is working as second trick dispatcher on the Indianapolis district. Dispatcher Bosley is taking the first trick of the new jobs.

Operators in "Q" office, Mattoon, are feeling the effect of Supervising Agent Walker's "No Exception" campaign on account of the increasing telegraph work.

The vegetable and banana movement from

A FREE SMOKE

I would like to send you, free, a big sack of our Homespun three-year-old Kentucky tobacco. Granulated, ready for your pipe. Send me your name and address.

S. U. Wooldridge, Hopkinsville, Ky.

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Adrian, Mich.



the South continues to increase, averaging from sixty to one hundred cars daily out of Effingham for eastern points through the Indianapolis gateway.

Sunday, June 4, the large "Mikado" engines were run over the Wabash River bridge at Grayville for the first time. Now all trains out of Evansville handle about ten more cars.

Master Mechanic's Office

Mr. and Mrs. P. B. Myers are the proud parents of twin girls, born May 24. Mr. Myers is a clerk in the office of Master Mechanic Bell.

Miss Mildred Bell, daughter of the master mechanic, is home from Breneau College, Ga., for her summer vacation.

Vacation season has started. Local Chairman of Engineers and Mrs. T. L. Conner have departed for California to attend the Shrine convention; Engineer and Mrs. William Eaton and daughter have also left for San Francisco to attend this convention. Chief Accountant and Mrs. C. R. Plummer left June 11 for Tacoma, Wash., to visit relatives. Norton Parks, clerk, is vacationing in Springfield, Ill. Machinist and Mrs. M. Cleveland are leaving for Abilene, Texas; Machinist Helper C. Jeffries, for Garneill, Mont.

WISCONSIN DIVISION

The Acme Manufacturing Company, of Wheaton, Ill., which recently lost its plant by fire, has located temporarily at Dixon, Ill., making use of one section of the old Dixon College buildings, known as the Dixon Cereal and Feed Company. The Acme Manufacturing Company is engaged in the manufacture of animal food.

A move is now on foot in Dixon to have Dixon named as the site for the building of the children's home of the Brotherhood of American Yeomen, an institution which will occupy 2.6 acres of ground and will call for an expenditure of ten million dollars. The home site committee, including H. W. Meyers, state manager of the Yeomen of Illinois, was

in Dixon June 19, going over the situation and viewing the proposed site.

There is no slump in business with the Illinois Central at Dixon. Earnings up to date for June are far exceeding those of June, 1921, and the local yard engine is handling a great many more cars a day.

The bathing season, having opened in this city, finds the evenings well spent at Lowell Park, with the Illinois Central represented among the throng by some members of the local force enjoying the splash.

M. J. Reilly, engine foreman, laid off for rest and recreation the first ten days of June, his place being filled by Switchman D. S. McIntyre.

Agent and Mrs. C. G. Shepherd of Dixon recently gave a week-end party for the entertainment and pleasure of Chicago friends, who motored to Dixon via the Lincoln Highway. The party consisted of Mr. and Mrs. Otto Beich and two sons (Mr. Beich is Chicago manager of Paul F. Beich Candy Company); Mr. and Mrs. Walter Stein (Mr. Stein is president of the State Commercial and Savings Bank, Chicago); Mr. and Mrs. Arthur Ross, son and daughter (Mr. Ross is department superintendent, R. R. Donnelly Publishing Company); Mr. and Mrs. C. George Shepherd and son Dick, manager art department, R. R. Donnelly Company. Mr. Shepherd is maker of all the magazine covers used on the Rock Island Magazine. Others were Mrs. W. Holmes of Boston, Miss Pauline Scott, special school instructor, Chicago, Mr. and Mrs. F. J. Patterson, Mendota, Ill., Mr. and Mrs. A. Tesche, Mendota. The Illinois Central employes made sure that all points of interest were taken in, including a trip to Blackhawk Monument, near Oregon, Castle Rock, Lowden Park, Lowell Park, a trip over the Blackhawk Trail, dinner at the Old Colonial Hotel, Grand Detour and many other points of interest too numerous to mention. Mr. Stein says in recent letter: "I never before realized what wonderful country we really have in Illinois. When Otto Beich described the Rock River country to me, I thought he was exaggerating, but my visit exceeded my fullest expectations."

Sympathy is extended to D. & V. Accountant



This picture shows a portion of a temporary bridge constructed on May 13 over the Sioux River on the Iowa division. On this date this bridge, consisting of seventeen 5-pile bents, with an average height of 18 feet and a length of 225 feet, was entirely destroyed by fire. Men were assembled and material loaded and moved to the location in record time, with the result that not a passenger train was delayed—the Iowa division still maintains its usual record of "passenger trains 100 per cent on time."

Paul Donahue and Record Clerk Florence Donahue, whose mother died suddenly Sunday, June 11.

MINNESOTA DIVISION

A meeting of the Minnesota, Iowa and Wisconsin division supervising agents and agents was held in Dubuque, June 9, with a view to reducing exceptions during the June "No Exception" campaign.

Claude Crandall of the revising bureau was called to Decatur, Ill., recently by the death of his mother.

A number of the freight office clerks at Dubuque participated in an enjoyable picnic held at "Dominic's Pool," about twelve miles outside of the city. They report a fine time and that they also were entertained by some of the farmers for several hours while waiting for the truck to bring them back to the city.

Gloom was cast over the employees on the Minnesota division when they were informed of the death of Charles Coffey, second trick operator, "KB," Dubuque. Mr. Coffey was born in Dixon, Ill., thirty-seven years ago. He entered the service seventeen years ago as an operator and was employed in that capacity until eight months ago, when he was taken ill and was confined to his home up until the time of his death, which occurred May 30. Funeral services were held June 2 from his residence, 22 Locust street, Dubuque, to St. Raphael's Cathedral. Burial was made in Mount Olivet Cemetery. He is survived by his wife and three children.

Superintendent and Mrs. L. E. McCabe are spending their vacation at Banff and Lake Louise, Canada. They will also visit in California.

"Bob" White, yard clerk, Waterloo, had the misfortune to fall and break his knee cap while playing ball at Waterloo recently. Mr. White is now at the Illinois Central Hospital in Chicago.

L. E. Strouse, trainmaster at Dubuque, has purchased a new motor car.

KENTUCKY DIVISION

G. E. French, station helper at Dawson Springs, Ky., and Miss Ethel Majors of that city were married on June 1.

D. B. Osborne, conductor, Princeton, Ky., has been called to Roanoke, Va., by the serious illness of his father.

Signal Department

The signal department educational meeting for May was held at Louisville, Ky., on May 29, with an attendance of forty. The subject was "Insulated Joints." H. S. Scott, supervisor of signals of the Louisiana division, was a visitor at this meeting.

The regular monthly educational meeting for June was held at Leitchfield, Ky., on June 19. The subject was "Track Relays."

Employees of the signal department held their annual outing at Grayson Springs, Ky., on June 17. A large attendance was present, and the basket lunch was enjoyed by all.

The signal department has two representatives on the Illinois Central baseball team. S. W. Overstreet, signal helper, Signal Gang No. 1, is the catcher, and J. A. Sauer, signal testman, plays third base.

H. S. Scott, supervisor of signals, Louisiana division, visited his old home at Lexington, Ky., on May 29, passing through Louisville en route.

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Bunn
Special
Railroad
Watch

Adjusted to
Six posi-
tions

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Send your name and address today for our big million dollar bargain book showing thousands of unusual bargains. Send for your free copy today to Dept. 406 B.

The **Bunn Special** comes to you, express prepaid. Only if pleased, only if you recognize it as the best Railroad Watch on the market, do you send \$5.75 as first payment. Wear the watch. If after 30 days trial you decide to return it, we will refund your deposit. Only if you buy, send \$5.75 monthly until the cash price of \$57.50 is paid.

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Just write, "Send me the **Bunn Special**." No expense or obligation to you. Only if you are convinced it is dependable in every way—and is the Master Railroad Watch, do you send \$5.75 monthly—at the rate of a few pennies a day. Order today—NOW.

J. M. LYON & CO.
2-4 Maiden Lane New York



1. Walter Bevil, assistant signal maintainer, Central City. 2. Guy Keys, helper, Signal Gang No. 1.
3. Lionel Goodman, helper, Signal Gang No. 1. 4. F. A. Miller, helper, Signal Gang No. 1. 5. Bob Bevil, helper, Signal Gang No. 2. 6. E. F. Oates, signal maintainer, Nortonville. 7. Roy Coursey, helper, Rockport. 8. C. L. Dean, assistant signalman, Signal Gang No. 1. 9. H. S. Scott, supervisor of signals, Louisiana division. 10. J. T. Walker, helper, Horse Branch. 11. Cletus Pearl, signal maintainer, Horse Branch. 12. H. H. Kunnecke, signal maintainer, Calvert City. 13. J. B. Taber, helper, Cecilia. 14. H. C. Campbell, helper, Princeton. 15. Bert Holland, assistant signal maintainer, Leitchfield. 16. Bell Frymire, assistant signal maintainer, Grand Rivers. 17. Jasper George, assistant signalman, Signal Gang No. 1. 18. Gus Dycus, helper, Signal Gang No. 2. 19. S. A. Sauer, foreman, Signal Gang No. 2.
20. C. L. Bromley, signal maintainer, Princeton. 21. J. C. Martin, signal maintainer, Rockport. 22. C. S. Moorman, signal maintainer, Cecilia. 23. Cecil Taylor, signal maintainer, Leitchfield. 24. B. M. Lusk, assistant signal maintainer, West Point. 25. B. H. Foster, helper, Signal Gang No. 1. 26. E. J. Davis, signal maintainer, Central City. 27. M. V. Hennessy, signal maintainer, Dawson Springs.
28. C. A. Plyman, signalman, Signal Gang No. 1. 29. Edgar Bell, helper, Central City. 30. Dennie Jones, assistant signal maintainer, Dawson Springs. 31. J. P. Price, supervisor of signals, Kentucky division.
32. J. A. Sauer, signal testman, Kentucky division. 33. Elmer Harris, signalman, Signal Gang No. 2. 34. E. J. Watson, signal maintainer, Louisville. 35. W. A. Miller, helper, Vine Grove. 36. William Martin, assistant signalman, Signal Gang No. 1. 37. Leighton Keys, helper, Signal Gang No. 1. 38. J. M. Robinson, signal maintainer, West Point. 39. Albert Hagain, assistant signalman, Signal Gang No. 2.
40. A. Beckett, helper, Signal Gang No. 2.

The automatic block system between Paducah and Hsley has been extended from Hsley to Fox Run. The new signals in this block section were placed in service on May 24. The installation of these signals was carried out by Signal Gang No. 1, under the direction of Signal Foreman C. C. Sauer and Signal Supervisor J. P. Price. Operation and circuit tests were made by Signal Supervisor Price, Signal Inspector Partidge and Signal Testman J. A. Sauer. The signals are the Hall Switch & Signal Company's Style L, 3-position, upper quadrant, semaphore type. Relays were furnished by the Union Switch & Signal Company. The switch boxes were the Union Switch & Signal Company's Model U-2, used in connection with the RSA standard ball-and-socket switch box rod and switch point lugs. The approach lighting system was used for the operation of the electric lights. Lamps were furnished by the Aldon Engineer Company, and were equipped with 3½-volt, concentrated filament lamps operated from five cells of primary battery. Cable connections were made according to SD-2037, using strain insulators.

The entire main line of the Kentucky division between Louisville and Paducah is now protected by automatic block signals, with the exception of fifteen miles between Graham and Fox Run. The installation of block signals in this section is being held up on account of contemplated grade reduction work.

The Kentucky division now has 8 interlocking plants, 430 automatic signals, 44 crossing bells and 1 color light signal in service for the protection of traffic movements.

T. L. Davis, supervisor of signals, has returned from Arizona and is now at his home at Martinsville, Va.

The signal department educational meeting for July will be held at Princeton, Ky., on Sunday, July 23. The subject will be "Maintenance of Oil Lamps."

Signal operations on the Kentucky division for May were 739,269, compared with 582,561 in April, an increase of 156,708. This increase in the number of signal operations was due to the increase in the number of train movements.

Local Freight Office, Louisville

Andrew Thomas, after a brief honeymoon spent in the Windy City, where he was extensively entertained, has returned to the office to resume his daily routine.

Mark Sheehan is seriously contemplating taking a trip to "Old Erin." During the time that he is there it is his intention to get as much information as possible relative to his ancestral tree. So far he has traced six generations.

MISSISSIPPI DIVISION

Frank Cooper, employed as car inspector, Water Valley shop, died suddenly at his home in Water Valley of heart disease Sunday, June 4. Mr. Cooper leaves a wife and several children. Funeral services were conducted by the Rev. Wayne Alliston, pastor of the Baptist Church, assisted by the Masons.

John T. Nason, passenger conductor on the Mississippi division, died in the Illinois Central Hospital at New Orleans, May 30, after an illness of two months. Mr. Nason had been in the service for thirty-two years. He was employed as a flagman out of Water Valley, Miss., August 7, 1890, and was promoted to conductor December 11, 1893. He was an affable and



RAILROAD-LUBRICATION

Good Railroading

A CONFEDERATE Colonel, who was distinguished for his strategy if not for his book learning, was asked to outline the reasons for his military successes.

He said that it consisted of "getting the mostest men there firstest."

We quote this because it suggests so well the cardinal principle of good railroading, which is

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in the shortest time***

Necessarily the attainment of this ideal demands watchful supervision, careful dispatching and proper mechanical conditions.

Proper mechanical conditions mean efficiency of locomotives and freedom from hot boxes or bearing troubles on cars.

Railroads use large quantities of lubricating oils, therefore they must buy economically.

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We have on our books many of the large railroads in this country, including the Illinois Central. The list of Texaco products they use includes lubricating oils for locomotives, rolling stock, shop machinery and power plants, illuminating oils for signals, headlights, road oils, roofing, etc.

The use of the whole Texaco line by these railroads conclusively proves our statements regarding the high quality of every product sold under the Texaco Red Star and Green T trademark.



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RAILWAY TRAFFIC & SALES DEPARTMENT
New York Chicago Atlanta Houston

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agreeable gentleman, and was highly esteemed by the railway employes and the public in general. He was buried in his home town, Starkville, Miss., with Masonic honors, having been a member of the Valley City Lodge No. 402, McConico Chapter No. 96, and St. Cyr Commandery No. 6, all at Water Valley, the Wahabi Temple Shrine, Jackson, Miss., and the Water Valley Elks Lodge No. 459.

Miss Audley Kennedy and Earl Fly were married Sunday, June 4. Miss Kennedy is the daughter of Engineman I. P. Kennedy. Mr. Fly is a valued employee of the postoffice force at Water Valley.

Another wedding was that of J. W. Gooch, machinist, Water Valley shop, to Miss Marie Simms, Sunday, May 28, at the home of the bride in Water Valley. After a short bridal trip, they are receiving congratulations at their new home in the southern part of the city.

Conductor J. H. Stewart has returned to service after receiving treatment at the company hospital at New Orleans.

Flagman Gabe M. Jones, ex-service man, is receiving treatment at the government hospital in New Orleans.

Engineman A. T. Smith and Conductor A. G. Perry are in the hospital at Chicago for expert medical attention.

Paint Foreman J. A. Kettle has gone to the hospital at New Orleans for treatment.

We are glad to report that Mrs. A. D. Caulfield, wife of the superintendent, has recovered sufficiently to be able to return home, after a month's treatment in the Baptist hospital at Memphis.

Section Foreman W. M. Taylor, McCool, Miss., had one of his legs fractured when struck by an angle bar from a rail which he was endeavoring to loosen on account of expansion. He was carried to the Illinois Central hospital at New Orleans, where he is reported as doing nicely.

J. L. Stallings, machinist, Water Valley shop, had his right leg broken in two places June 1, when a bell cord with which an engine driving spring was being loaded broke, permitting the spring to fall, striking him. He was carried to the Illinois Central Hospital at New Orleans.

Section Foreman Frank Olson, Holly Springs, Miss., has been commended for interest displayed in discovering a brake beam down under St. L. & S. F. car 11639, in train 98, three miles north of Holly Springs, June 1.

Assistant Engineer and Mrs. J. T. Westbrook attended the commencement exercises of the Columbia Military Academy, Columbia, Tenn., where their son, John Junior, was graduated this year with high honors.

On May 20, poultry raisers of Yalobusha County, Miss., organized an association to promote the raising of purebred birds of standard breeds and increase the amount of poultry produced. M. L. Woods, chief clerk of the road department at Water Valley, was elected sec-



J. T. Nason

retary, and S. N. Berryhill, who is connected with the Water Valley Bank, was elected president.

W. F. Woolard has taken a position as rodman with the engineering force of this division. Mr. Woolard has just been graduated from the University of Mississippi. He will be remembered as the son of W. W. Woolard, formerly pastor of the Methodist Church at Water Valley.

Mrs. Gladys Walker is off on a three months' leave of absence. Her place at the tonnage desk is being filled by Miss Annie Bell Anderson. Extra Clerk Corinne Ederington is filling Miss Anderson's position as stenographer to the accountants.

LOUISIANA DIVISION

Miss Una Holmes, tonnage clerk, was slightly injured in an automobile accident near Tangipahoa, La., recently. The car in which she was riding went through an old bridge. Miss Holmes is better and has returned to work.

Division Storekeeper Sauls advises that the \$43,000 storehouse now under construction will be ready for occupancy about September 1. Severn & Murphy are in charge of the work.

Mrs. William E. Berry, wife of the operator at Summit, Miss., and formerly employed as chief performance clerk in the superintendent's office, was a welcomed visitor last month.

Charles Gray, employed in the boiler shop at McComb, and Miss Saide Catchings, daughter of W. L. Catchings, foreman, tin shop, McComb, were married in Centenary Methodist Church by the Rev. P. H. Thompson, Thursday evening,



Here is Carolyn Kelly Buck, 18 months old, daughter of Chief Yard Clerk H. K. Buck of Gwin, Miss. Carolyn likes the automobile as a plaything, but she prefers the "choo-choo train" for real traveling.

June 1. Among her attendants were: maid of honor, Miss Elaine Moore, daughter of T. L. Moore, engineer; bridesmaids, Miss May D. McMichael, clerk to chief dispatcher; Miss Roberta Darville, clerk to supervisors; Miss Heloise Dunn, daughter of Conductor W. S. Dunn; Miss Maude Elma McInturff, daughter of Conductor R. E. McInturff.

W. T. McGuire, chief clerk to the superintendent, has started a poultry farm.

Instrument Man R. E. Bundy's bungalow will soon be ready for occupancy. Accountant I. F. Tullis' house is also under construction.

The vegetable business on the division has increased 100 per cent this year over last, the territory extending from Brookhaven to Terry, Miss., including connections at the former point.

The sum of \$30,000 has been appropriated by McComb for an amusement park on the west side of the city which covers about thirty acres.

Jackson, Miss.

Two weddings of interest took place during May: L. E. Bonner, clerk, and Miss Doris Puffer were married on May 21 and made a honeymoon trip to Kansas. T. E. Lard, clerk, and Miss Joan Bridges were married on May 19 and visited Memphis. Both couples will reside in Jackson.

Mrs. J. P. Martin is back after an illness of several months.

Mrs. Douglas McNair is the new stenographer in the agent's office.

Gwin, Miss.

J. T. McMaster has been appointed general yardmaster, in place of W. Wicker, promoted to acting trainmaster of the Mounds-Cairo terminals. T. I. Grafton has been appointed to succeed Mr. McMaster as night yardmaster.

Our night chief clerk and family have moved into their new residence at Gwin. This makes a total of three new residences and one mercantile building put up lately. Plans have been received for our new hotel, and work will soon begin. This will be a great addition to our town.

The coal chute at Gwin has been rebuilt and is now being operated with 100 per cent efficiency.

Icing Clerk T. B. Robertson has been on sick leave at his home at McKinzie, Tenn.

Icing Clerk L. L. Fatheree has been enjoying a visit in the West, also attending the B. of R. C. convention at Dallas, Texas.

NEW ORLEANS TERMINAL

The terminal was recently visited by two of our Northern sisters—Miss Margaret Walsh of Waterloo, Iowa, and Miss Grace McDonald of Dubuque, Iowa. The young women were escorted about New Orleans by several of the terminal employees, and the only regret was that their stay was so short.

Another charming visitor to the terminal recently was Mrs. D. I. Taylor of Barnhart, Texas. Mrs. Taylor before her marriage was Miss Cora Ellsworth, and she spent several years in the employ of the agent at Poydras

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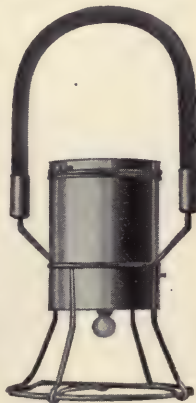
Especially constructed for railroad service. It is a wireless construction, no wires to break, ground, short circuit or cause a leak in the batteries. The only Lantern on the market that can be operated with one hand satisfactorily. The body of our Lantern is made of 22 gauge tempered brass and heavily nickel plated, guaranteed not to peel off.

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Parcel Post C. O. D. only. Don't fail to mention whether drop or stiff bail wanted. Our batteries are the standard size and will fit any Electric Lantern. The price of one battery is 75c, or in lots of three or more, 65c each. Mazda bulbs, 15c each in lots of three or more. Nitrogen bulbs 40c each or three for \$1.00. Your name will be neatly engraved on your lantern if instructed.

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Please send me information in regard to your health and accident policies such as are carried by hundreds of my fellow employees.

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ADDRESS.....

Continental Casualty Company H. G. B. ALEXANDER President Chicago

freight office. Of course, like all Illinois Central employes, she could not visit New Orleans again without paying all her former co-workers a visit, and everyone welcomed her back royally.

It is with deep regret we write of the death of Mrs. Lella Harvey Scaife, wife of the late Charner T. Scaife, who was at one time freight agent and later chief claim agent for this company at Chicago. At the time of her death, she was visiting her brother, C. Y. Harvey, 1403 Webster Street, New Orleans, where the funeral services were held. The body was taken to Memphis for burial. Mrs. Scaife was well known in New Orleans, Memphis and Chicago for her many charitable deeds.

The services and preaching held every Thursday at noon time in the warehouse at Stuyvesant docks by members of the Baptist Bible Institute are being well attended.

Caroline, an old New Orleans negro mammy, formerly in the employ of Agent Scaife's family,



In City Park, New Orleans



The New Orleans Terminal yard department presents herewith its two yard employes with longest service records. At the left is Dan Fletcher, who entered service as weighmaster, taking charge of a scale at Government yard, assigned to the weighing of bananas exclusively. He was later transferred to Harahan yard, taking over the automatic scales, a new device for weighing cars while in motion, and he is still in charge of all weighing at Harahan. Ben Werling, at the right, entered service forty-six years ago as loading clerk on the river front under Agent Cousins and later was transferred to yard service as Belt clerk. At present he is car tracer and paymaster at Harahan yard. Photograph taken at entrance to Harahan yard office.

witnessed the Knight Templar parade recently held in this city. She mentioned that she heard the Millionaire Band from Chicago and said: "Dem horns sho ain't gold." No argument could induce her to believe the instruments were of gold. On being asked why she thought they were not gold, she replied: "Cos if dey was gold, dem men's never would get out of New Orleans wid 'em."

F. U. Rogan, section foreman, became the proud father of a 11½-pound girl, May 5.

J. H. Mears, section foreman, recently gave the hand of his daughter, Mary, in marriage to Lewis Holmes of Galveston, Texas. The couple will make their home in New Orleans.

Thanks and praise are due F. C. Nodier, yardmaster at Harahan, in appreciation of the excellent service rendered by him. Mr. Nodier's efficiency and co-operation are such that all employes on the terminal have unanimously termed him "the right man in the right place." His foremost thought at all times is service, in every sense, of the word, and he not only strives to be 100 per cent capacity as yardmaster, but always has an eye to improvement and saving. The road department has taken particular note of his careful method of re-railing derailed equipment without damage to track. It is said in such instances all Mr. Nodier needs is an angle bar and an oak wedge to do the job. He also specializes in placing company material promptly to release equipment.

MEMPHIS TERMINAL DIVISION

A great deal of interest is being manifested on the Memphis Terminal in the "Careful Crossing" campaign, which began June 1 and extends to September 30. Terminal Superintendent E. Bodamer has been active along this line and is impressing employes daily with the necessity for doing all possible to eliminate crossing accidents during this period. Various advertisements, posters and other material are being distributed upon this subject, and the citizens of this city are awakening to the spirit necessary to make this campaign a success. Mr. Bodamer is conducting a regular political campaign upon the Memphis terminal, shaking hands with all trainmen and other employes, explaining to them individually the real necessity of making this campaign a success on the Illinois Central System.

Passenger Conductor Wesson, running between Memphis and Fulton, Ky., was instrumental recently in bringing about the conviction of a negro on the Memphis terminal for the misuse of a pass. Federal Judge Ross sentenced the



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Springfield, Illinois

negro to thirty days in jail and to pay a fine of \$300 after the negro had pleaded guilty to the charge. Conductor Wesson, the special agent's department and the roadmaster's office are commended for the manner in which this case was handled. This is only one of the several cases in which Conductor Wesson has discovered persons guilty of misusing Illinois Central passes.

George Simmons has been granted a leave of absence in order that he might construct his home. Several of the carpenters in the bridge and building department on the Memphis terminal have recently built their own homes.

The Illinois Central is receiving its share of the glory for the building of the McLemore Avenue viaduct. Colonel A. H. Egan, general superintendent, made a speech on one of the days of the celebration.

John Burns, chief clerk to Superintendent Bodamer, has developed into a first-class fisherman. Mr. Burns is well equipped with the necessary paraphernalia, and his recent trips have netted many good catches.

Pat McHugh, son of Peter McHugh, special agent at Memphis, sprained his leg while playing baseball with the Outbound team at Osceola, Ark., on Decoration Day. Pat is now confined to St. Joseph's Hospital.

Mechanical Department

(W. A. Frost)

J. C. Miller, machinist apprentice, who sustained a painful injury when a large piece of iron fell on his fingers, cutting them severely, has resumed work.

The yard office of the Illinois Central is receiving its annual coat of yellow paint, which greatly improves its appearance.

Miss Anna Dixon, file clerk in the master mechanic's office and one of the best-known violinists in Memphis, was given an ovation when she appeared at the banquet of the Retail Credit Men's Association at the Hotel Chisca, where she gave a number of solos.

E. D. Crouch, 1050 Patton Avenue, has returned from Chicago, where he has been under treatment at the Illinois Central Hospital for the last month.

George Utz, machinist apprentice, who was severely bitten by a stray dog thought to be affected with rabies and who was placed under observation, has entirely recovered and returned to work.

William Kelley, machinist, who has been on the sick roster for a week, has resumed work.

The Outbound baseball team (Illinois Central League) defeated the strong Osceola, Ark., team at Osceola on Decoration Day by a score of 5 to 2.

J. E. Elliot, machine shop foreman, who has been in St. Joseph's Hospital, where he underwent an operation for the removal of his tonsils, has recovered sufficiently to resume work.

Leonard Clark, machinist, who has been confined at St. Joseph's Hospital with appendicitis, has so far recovered as to be removed to his home.

C. M. Leonard, machinist, has returned home from Fairmount, Va., where he was called by the death of his sister.

Conductor A. M. Mitchell, Tennessee division, has returned to work after being on the sick list for a week.

J. H. Stallings, boilermaker foreman, has returned home from Chicago, where he attended the boilermakers' convention.

O. F. McHugh, machinist apprentice, who has been on the sick list for a week, has reported for duty.

T. H. Griffin of the Illinois Central forces has gone to Chicago, where he will undergo an operation for appendicitis at the Illinois Central Hospital.

W. A. Smith, tool checker in the boiler shop, has returned to work after being on the sick list for two weeks.

Conductor Will George of the Tennessee division, who has been on the sick list for a short period, has resumed his duties.

Roy Smith, night hostler, who has been confined at St. Joseph's Hospital, where he underwent an operation for tonsillitis, has so far improved as to resume work.

The Illinois Central storekeeper's department has received a new 1½-ton truck to be used in transporting stock from the Central Station to the Memphis shops.

Carl Jones, who has lately been connected with the Valley Investment Company, has resigned to take up an apprentice course in the Illinois Central shops.

Harry McAdams, electrician, has purchased the property at 688 Edith avenue, where he will make his future home.

J. H. McCloi of the Illinois Central forces has moved into his new bungalow at Wellington and Lucy avenues.

T. A. Ponnery, conductor, Memphis division, who has been on the sick list for a week, has resumed work.

W. B. Ham, conductor, Memphis division, has resumed work after being on the sick list for a week.

Conductor J. M. Northcott, Tennessee division, who has been on a furlough for the last two months, has resumed work.

M. E. Hawkins, former call boy for the Illinois Central, and R. G. Williams, switchman, have returned to Memphis after being mustered out of the navy.

J. E. Elliot, machine shop foreman, who was in Atlantic City for a week, attending the air brake men's convention, has returned home.

B. J. Feeney, traveling engineer, has returned from Atlantic City, where he attended the air brake men's convention.

G. H. Hopkins, machinist, has returned from Jackson, Tenn., where he was called by the death of a relative.

George Newhall, Illinois Central employe, is erecting a beautiful veneered brick bungalow at 270 Edith Place, which he will occupy as his home.

A wedding of local interest took place at Champaign, Ill., when J. E. Crews of this city, conductor on the Y. & M. V., was married to Miss Machin White of that city. After spending several days in Chicago, they returned to this city, where they will be at home to their many friends at 337 McLemore Avenue.

Charles Schubert, machinist apprentice, who has been on the sick list for a few days, has resumed work.

R. H. Myers, blacksmith, who has been on a 30-day furlough, has reported for duty.

The shop team of the Illinois Central League, in an exhibition game, defeated the strong Memphis packing-house team recently by a score of 4 to 3.

The Memphis shop team of the Illinois Central League will go to Paragould, Ark., on the

Fourth of July to cross bats with the home team of that town.

Nonconnah Car Shop (C. R. Creedon)

General Car Foreman Arnold has had added to his already efficient staff a 9-pound grandson, born May 29.

Car Foreman G. L. O'Connor has returned from Cleveland, Ohio, where he was called by the death of his father on June 1.

Steel Foreman R. W. Gilliam is the owner of a brand new sports model car.

Since the announcement of her arrival in the April issue little Miss Patricia Hollahan has been making "record time." She recently claimed first honors in the St. John's baby clinic. "Pat" is the daughter of Foreman and Mrs. E. J. Hollahan. The latter was formerly Miss Bernice Murphy, chief operator at Memphis, before her marriage.

Since re-organization, the Nonconnah baseball club, under the efficient captaincy of J. F. Guy, is winning unusual distinction among the South Side athletic clubs.

Miss Catherine Bunting, daughter of Mill Foreman Bunting, is spending the summer months in Nashville and Chattanooga, Tenn.

Inspector Foreman Henry Honea and family are spending the summer on their farm in McComb, Miss.

Miss Hazel Hughes, daughter of Car Carpenter G. H. Hughes, and Thomas Fauver of the transportation department were married on June 12.

Inspector Pete Balestrino and Miss Gaia were married on June 6 and left immediately for New York, where they boarded a steamer for Europe and "honeymoon land."

The shortage of June brides didn't mean anything to V. Alexander.



The Alexanders

for the home of the bride's mother in Chattanooga. Mr. Alexander came to Memphis four years ago from Kentucky.

MEMPHIS DIVISION

Mrs. W. H. Wolf, tonnage clerk in the superintendent's office, who has been absent from work for a month on account of illness, is somewhat improved.

Miss Lily Gilmer, secretary to the chief clerk in the superintendent's office, has been ill for about two months. She is somewhat im-



AGENTS

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Across from Friars Point, Miss., securing the Trotters Point incline, which was swept away by the high water the first of April.

proved, but is not able to return to work. She is now on a leave of absence. She left June 11 for Chicago, where she expects to spend the summer in an attempt to regain her health.

Elliott Rose visited his friends in the superintendent's office for a few minutes May 29. Mr. Rose, who was file clerk in this office for some time, is now working in the treasurer's office of the Peoria & Pekin Union Railroad at Peoria, Ill. Mr. Rose was accompanied by his wife, who was formerly Miss Grace Roberts of Memphis.

A well-attended safety meeting was held at Memphis, May 16. S. S. Morris, chairman of the general safety committee, was a visitor at the meeting and made an interesting talk in connection with the "Careful Crossing" campaign.

The work of rebuilding the incline at Trotters Point, which was washed away by the high water the first of April, was started May 22, and regular service between Helena and Trotters Point was resumed May 29. The force at Trotters Point worked day and night on the incline, and the construction was rushed to completion on record time.

D. T. Monroe, clerk at Tutwiler, and Agent and Mrs. G. L. Edwards of Tutwiler spent May 30, Decoration Day, at Moon Lake, fishing with a party of Tutwiler people. They reported a catch of nearly two hundred fine white perch, which they maintain is not a "fish" story. Fishing at Moon Lake seems to be good this year, as F. T. Theobald, superintendent's chief clerk, and A. A. Freiburger, chief dispatcher at Memphis, report a catch of ninety-three fine fish in a few hours on June 5.

F. A. Scarsbrook, operator at Lake Cormorant, Miss., discovered a brake beam down in train No. 54, passing his station June 3. He notified the conductor, the train was stopped and the brake beam removed.

On March 27, as passenger train No. 335 was leaving Whaley, Miss., Whole Line Foreman P. Perry noticed a brake beam down on the negro smoker. He attracted the attention of the train crew and had the train stopped. Foreman W. R. Witherington and Foreman Perry assisted the train crew in making temporary repairs to the brake beam, tying it up with wire sufficiently for the train to make Greenwood, where a new brake hanger was provided.

NEW ORLEANS DIVISION

W. F. McDuff of the forces of the superintendent and Miss Laura Roberts were married at

the home of the bride's parents at Signal, Miss., on June 7. The wedding was a beautifully arranged affair and largely attended. Mr. and Mrs. McDuff departed after the ceremony for a tour of points in the Southwest.

Traveling Engineer Jerry Cronin, who has been under treatment in the Chicago hospital, is back on the job, much improved in health.

G. C. Christy, our master mechanic, is at present in the hospital undergoing treatment.

Miss Edna Mahin, who has been on the sick list for some time, is now fully recovered and able to resume her duties in the superintendent's office.

Miss Margaret Walsh, soliciting freight agent, Waterloo, Iowa, formerly of the superintendent's office at Dubuque, Iowa, and Miss Grace McDonald of the superintendent's office, Dubuque, were guests of Superintendent Mays' forces at Vicksburg recently, and everyone was eager to assist in giving them an enjoyable time. This is the young women's first trip to the Sunny South, and they were profuse in their compliments to the traditional Southern hospitality. While at Vicksburg they took in the National Park, one of the wonder attractions of the country.

How force of habit clings to some perverse persons is astonishing. Crossing watchmen complain that, during the recent high water, men in skiffs tried to beat the engine across, just as automobilists do in dryer times.



Governor John M. Parker of Louisiana turning the first shovelful of dirt for the construction of the first building on the new site of the Louisiana State University at Baton Rouge. The building is to be a dairy barn for the accommodation of 100 cows for the College of Agriculture farm.

ILLINOIS CENTRAL MAGAZINE

August 1922

Judge Lovett on Rail Control
Panama Limited Sets a Record
Handling Freight at South Water Street
The Champion Hunter of Birds' Eggs
Calls Demagogue a National Peril
Firemen Discuss Safety at Crossings
Our Program of Superheating
June "No Exception" Campaign



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Willis L. Reeves

Mr. Reeves, assistant general freight agent at Memphis, Tenn., was born at Trenton, Ky., December 25, 1884. In March, 1902, he was employed in the Illinois Central local freight office at Louisville as telegraph operator under E. F. Stovall, agent. Mr. Stovall appointed him station accountant at Louisville in April, 1904. He was transferred to the general freight office at Memphis in August, 1906, where he has since been constantly employed. In April, 1920, he was appointed assistant general freight agent.

ILLINOIS CENTRAL MAGAZINE



AUGUST

NINETEEN TWENTY-TWO

Published monthly by the Illinois Central System in the interest of the system, its officers and employees, and the territory served by its lines.

Address all communications to: The Editor, Illinois Central Magazine, Room 818, Central Station, Chicago. Manuscripts, photographs, etc., will not be returned, except upon request. All contributions should be typewritten—double-spaced—and signed.

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GEORGE M. CROWSON, *Editor.*

CHARLES E. KANE, *Assistant Editor.*

Panama Limited Sets an "On-Time" Record

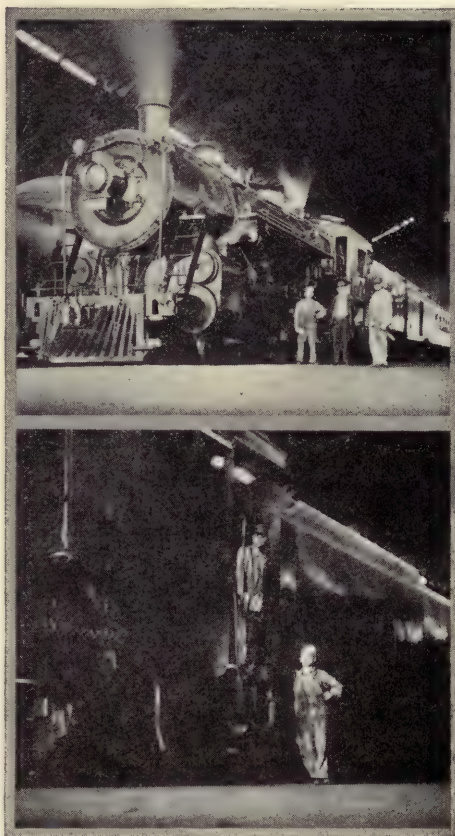
Illinois Central System's Best-Known Train Missed the Mark Only Four Days in a Year

THE Panama Limited, the Illinois Central's "crack" passenger train between Chicago and New Orleans, has just completed a most remarkable record. During the twelve months ending May 31 the northbound train, No. 8, has arrived in Chicago on time every day, and the southbound train, No. 7, has arrived in New Orleans on time 361 days out of the year. The southbound train was late at New Orleans twice in August, 1921, once in December, 1921, and once in February, 1922.

The distance between Chicago and New Orleans over the route traversed by the Panama Limited is 921.2 miles. During the twelve months these two trains have traveled 672,476 miles—a distance equivalent to approximately twenty-six times around the earth at the equator.

The trains are handled by Pacific type locomotives, which are manned by the following named engineers: between Chicago and Champaign—George Wohn and L. Burns; between Champaign and Centralia—H. Howard and William Fluck; between Centralia and Cairo—E. Cookerow and J. Heyduck; between Cairo and Memphis—J. W. McNamara and C. P. Chandler; between Memphis and Canton—C. J. Barnett and C. H. Hammond; between Canton and New Orleans—C. A. Gilmore, J. D. Ellsworth and C. W. Harrell.

Between Chicago and Cairo there are no regular conductors assigned to the Panama Limited. The passenger train runs are pooled, so that each conductor takes his turn. However, between Cairo and New Orleans the fol-



Panama Limited, Engine No. 1148, Central Station, Chicago, July 19, all set for the trip toward New Orleans. Engineer G. Wohn and Fireman J. B. Graham are shown in the lower view. The upper view also shows Conductor Fred Englet.



Panama Limited, Engine No. 1117, Union Station, New Orleans, April 6, all set for the trip toward Chicago. Engineer Traxler, Fireman L. Ford and Brakeman E. J. Powers are shown. The photographs were taken by E. Thurman of the general freight department at New Orleans.

lowing named conductors regularly have charge of the Panama Limited: between Cairo and Memphis—W. D. Thompson and J. M. Northcott; between Memphis and Canton—J. C. Turner and N. S. McLean; between Canton and New Orleans—C. E. Dunbar and W. E. McMaster.

The Panama Limited is an all-steel train, carrying no coaches. Its equipment includes sleeping cars, diner, buffet car and composite observation car. In addition to the most up-to-date features of the usual "crack" passenger train, the Panama Limited gives a telephone service before leaving the stations at Chicago and New Orleans, carries an expert ladies' maid on the train for the service of passengers and

has a barber shop compartment, in connection with which a shower bath also is operated and valet service is offered passengers.

Carelessness?

C. D. Cary, claim agent for the Illinois Central Railroad, handed the *Kankakee Republican* this story recently and vouches for the truth of it because it was given to him by Engineer George Dix, one of the most reliable and trusted employes of the road.

For pure carelessness, amounting almost to deliberate suicide, it beats almost anything the writer ever heard of.

Dix is engineer of train No. 25 and train No. 10. The incident he speaks of occurred between Loda and Buckley as he was pulling train No. 10 northbound, due in Kankakee about 7 a. m.

Just out of Loda, Dix saw an automobile standing on the railway crossing, presumably stalled. He blew the whistle. No movement of the auto. He was running between 55 and 60 miles an hour, down grade. He blew the danger signal the second time. Again no movement. He quickly shut off steam, applied the air and brought his train to an abrupt standstill within a few yards of the crossing.

Dix got off his engine and went to the car to investigate. The auto had side curtains on. On the opposite side of the machine was a man standing on the ground. In the machine was another man. They were visiting with each other—talking about crops or something. When hailed by the engineer, both looked up in surprise. They had not heard the approach of the train.

Can you beat that?—Maroa (Ill.) *News-Times*, June 1.



Our station at Decatur, Ill., recently featured on the cover design of The Station Agent magazine.

Good Work Seen in "No Exception" Drive

Campaign of June, This Year, Betters the Record Set a Year Ago; Memphis Division Leads

By C. G. RICHMOND,

Superintendent, Stations and Transfers

JUNE 30 marked the close of the most successful "No Exception" campaign ever conducted on the Illinois Central and Yazoo & Mississippi Valley railroads.

The "No Exception" campaign conducted during June last year resulted in a substantial reduction in the number of exceptions due to improper handling of less-than-carload shipments, with a corresponding reduction in claim payments. With a view further to increase the efficiency in the handling of less-than-carload and carload shipments, a similar campaign was made in June this year, the slogan of which was "Beat Last Year's Record." While the record made last year was an excellent one, each division made a better record this year by having a smaller number of exceptions charged.

The "No Exception" campaign of last year covered only less-than-carload shipments. However, as approximately 70 per cent of the total claim payments for 1921 were chargeable to carload shipments, it was decided to include both carload and less-than-carload shipments in this year's campaign.

Only 1,485 LCL exceptions were charged all stations on the Illinois Central and Yazoo & Mississippi Valley railroads in June, 1922, as compared with 1,933 in June, 1921, a decrease of 448, or 23.1 per cent. There were 150 carload exceptions charged to all stations during June, 1922, compared with 374 in July, 1921, a decrease of 224, or 59.8 per cent. (Figures for June, 1921, are not available.)

The following shows the total number of less-than-carload exceptions charged in June, 1922, tabulated as to classes and grand divisions, compared with the totals of June, 1921:

	Northern Lines
Shorts	158
Bad Orders	434
Pilferages	34
Overs	285
Astrays	166
Total June, 1922.....	1,077
Total June, 1921.....	1,189



C. G. Richmond

The rank of grand divisions, based on the number of LCL exceptions charged, is as follows:

Grand Division	Rank	LCL Exceptions
Western Lines	1	47
Southern Lines	2	156
Y. & M. V. Lines.....	3	205
Northern Lines	4	1,077

The rank of the various divisions, based on the number of LCL exception reports charged, is as follows:

Divisions	Rank	LCL Exceptions
Memphis	1	5
Tennessee	2	7

Western Lines	Southern Lines	Y. & M. V. Lines	Grand Total
6	11	21	196
29	80	94	637
4	3	10	51
4	34	34	357
4	28	46	244
47	156	205	1,485
92	259	393	1,933

Mississippi	3	11
Vicksburg	4	11
Minnesota	5	12
Louisiana	6	13
New Orleans	7	15
Wisconsin	8	15
Iowa	9	20
Springfield	10	26
Illinois	11	28
New Orleans Terminal	12	59
Kentucky	13	66
Indiana	14	93
St. Louis	15	105
East St. Louis Terminal	16	159
Memphis Terminal	17	174
Chicago Terminal	18	666

The following shows the rank of grand divisions, based on the number of carload exceptions reports charged in June, 1922:

Grand Divisions	Rank	Exceptions
Southern Lines	1	25
Western Lines	2	37
Northern Lines	3	39
Y. & M. V. Lines.....	4	49

The rank of the various divisions, based on the number of carload exceptions charged in June, 1922, is as follows:

Divisions	Rank	Exceptions
Mississippi	1	0
Vicksburg	2	0
Memphis	3	1
Tennessee	4	1
Minnesota	5	1
Louisiana	6	2
Chicago Terminal	7	2
Illinois	8	3
Springfield	9	3
East St. Louis Terminal.....	10	6
St. Louis	11	10
New Orleans Terminal.....	12	10
Kentucky	13	12
Iowa	14	12
Memphis Terminal	15	14
Indiana	16	15
Wisconsin	17	24
New Orleans	18	34

The campaign started on June 1 with a great deal of enthusiasm and interest on the part of officers and employees. The number of exceptions charged each day and the standing of each division as compared with last year were telegraphed to general and division superintendents, who in turn transmitted this information to employees of their respective divisions through the medium of bulletins and on some divisions by interesting and forceful cartoons which created an intense but friendly rivalry as between divisions and grand divisions. Employees eagerly looked forward to the issue of these bulletins and cartoons in order to keep posted on how the race was progressing. Each division set out to beat its own record of last year, also striving to beat the record of other divisions.

Same General Plan Repeated

The same general plan of action used in last year's campaign was followed this year: Superintendents, supervising agents, trainmasters, master mechanics, yardmasters and agents actively campaigned with the employees of all departments for the elimination of freight claim causes. The employees of all departments were daily impressed by supervising officers and department heads with the importance of prompt and proper handling of all freight shipments and that the final result desired was not only the conservation of foodstuffs and materials but the elimination of causes responsible for payment of claims amounting to thousands of dollars.

A special effort was made by platform forces to see that packages were properly marked, packed and in containers of sufficient strength to insure against damage while in transit; also



Causes of exceptions. At left, a car with no bulkhead after a heavy impact. At right, a heavy box loaded on top of a light one.

to see that shipments were correctly loaded and that a waybill accompanied each and every shipment to insure proper handling en route and prompt delivery at destination.

A remarkable reduction was made in the number of bad order reports charged against less-than-carload shipments, the total for June, 1922, being 637, as compared with 935 in June, 1921, a decrease of 298, or 32 per cent. This reduction was largely accomplished by closer attention being given to the loading, stowing and bracing of less-than-carload shipments and also the increased use of bulkheads in through destination cars at the larger platforms.

How Bulkheading Cuts Exceptions

The following statement shows the efficiency in the handling of less-than-carload shipments based on the number of tons handled per exception, also the number of cars bulkheaded and exceptions charged to bulkheaded cars forwarded from the larger stations during June, 1922:

Stations	Total Number Tons Outbound Mdse. Loaded	Total Number Exceptions Charged	Tons Handled Per Exception	Number Cars Bulk- Headed	Number B/O Reports Recd. on Bulk- Headed Cars	Number Bulk- Headed Cars Loaded Per Exception
Birmingham	3,251	6	541	55	0	55
Mounds	4,217	10	421	59	0	59
Jackson, Miss.	4,572	11	416	131	1	131
Paducah	5,118	17	301	50	0	50
Louisville	7,375	43	172	37	1	37
New Orleans	8,246	59	140	202	12	17
Memphis	18,850	174	108	220	26	8
E. St. Louis	15,914	159	100	412	24	17
Chicago	39,558	665	59	556	12	46
Totals	107,101	1,144	Av. 93	1,722	76	Av. 23

The statement above reflects a high degree of efficiency at the stations named and also shows conclusively that the use of bulkheads in through destination merchandise cars is effective in overcoming causes for bad order exceptions.

The intense interest and spirit of co-operation manifested by every employe during this campaign were even greater than those displayed last year. An instance cited by Agent F. B. Wilkinson of Jackson, Tenn., concerning a negro stowman, Alf Bolin, who thought of a better way to stow a piece of freight and returned to the freight house at 10 p. m. to rearrange the loading, is typical of the personal interest displayed by employes.

Novel Features in Campaign

A novel feature introduced



Proper Bulkheading in the Test Car

in this year's campaign was the showing of motion pictures visualizing the proper and improper methods of handling freight and the results of improper handling. In addition, these pictures featured an interesting test showing at what

rates of speed merchandise is damaged while being switched in the train and yard service.

This test was made with a specially constructed box car with one side and roof removed. A wire screen of large mesh was placed on the open side of the car to prevent freight from falling out while the tests were being made and to permit the taking of mo-



Special Car Used in Making Tests of Rough Handling

tion pictures showing what actually occurred to the contents while the car was being switched and subjected to various impact shocks. Tests were made with merchandise properly trimmed down and also bulkheaded. In the making of these tests, a shock impact recording device was placed in the car to indicate the degree of impact shock at various rates of speed ranging from 3 to 20 miles an hour.

The remarkable result of this campaign, which was made possible by the interest and united effort of all employees, is an accomplish-

ment of which all may well feel proud and one which is highly appreciated by the management. It is earnestly hoped that the same efforts will be continued during months to come with a view of making equally as good a showing or a better one.

The Results by Stations

Following is a statement showing the total number of less-than-carload exceptions charged to individual stations and divisions during the June, 1922, campaign, compared with June, 1921:

Division—Station	Shorts	Bad Order	Pilferage	Over	Astray	TOTAL June, 1922	TOTAL June, 1921
Chicago Terminal—							
Chicago	118	249	14	179	105	665	681
Other Stations and Train Crews	0	1	0	0	0	1	0
TOTAL	118	250	14	179	105	666	681
Illinois—							
Kankakee	1	6	0	0	2	9	10
Champaign	1	0	0	1	1	3	9
Effingham	1	4	0	0	1	6	6
Other Stations and Train Crews	0	7	0	0	3	10	19
TOTAL	3	17	0	1	7	28	44
E. St. Louis Terminal—							
E. St. Louis	8	67	4	62	18	159	174
St. Louis—							
Cairo	0	5	0	4	0	9	8
Mounds	1	4	0	3	2	10	14
Carbondale	4	14	1	5	1	25	32
Centralia	4	7	2	4	2	19	21
Du Quoin	0	3	0	0	0	3	14
Other Stations and Train Crews	8	11	1	7	12	39	44
TOTAL	17	44	4	23	17	105	133
Springfield—							
Springfield	1	2	0	0	0	3	7
Clinton	0	2	0	1	0	3	15
Decatur	2	4	1	1	1	9	10
Other Stations and Train Crews	2	3	3	3	0	11	12
TOTAL	5	11	4	5	1	26	44
Indiana—							
Indianapolis	1	4	1	4	7	17	31
Evansville	1	22	0	3	5	31	28
Peoria	2	4	0	4	4	14	15
Mattoon	1	10	1	2	1	15	25
Other Stations and Train Crews	2	5	6	2	1	16	14
TOTAL	7	45	8	15	18	93	113
Total I. C. Northern Lines	158	434	34	285	166	1,077	1,189
Wisconsin—							
Minonk	0	0	0	0	0	0	1
Bloomington	0	2	0	0	0	2	4
Freeport	1	4	1	0	0	6	6
Rockford	0	0	0	0	0	0	3
La Salle	0	0	0	0	0	0	0
Other Stations and Train Crews	4	2	1	0	0	7	12
TOTAL	5	8	2	0	0	15	26
Minnesota—							
Dubuque	0	3	0	2	0	5	14
Waterloo	0	5	0	1	0	6	3
Cedar Rapids	0	1	0	0	0	1	3
Other Stations and Train Crews	0	0	0	0	0	0	3
TOTAL	0	9	0	3	0	12	23
Iowa—							
Omaha	0	0	0	0	1	1	4
Sioux City	0	0	0	0	0	0	8
Fort Dodge	1	3	0	1	1	6	14
Council Bluffs	0	1	1	0	0	2	4
Sioux Falls	0	1	0	0	0	1	0
Cherokee	0	4	0	0	0	4	4
Other Stations and Train Crews	0	3	1	0	2	6	9
TOTAL	1	12	2	1	4	20	43
Total I. C. Western Lines	6	29	4	4	4	47	92
Kentucky—							
Louisville	3	23	1	8	8	43	49
Princeton	0	0	0	0	0	0	4

Division—Station	Shorts	Bad Order	Pilferage	Over	Astray	TOTAL	TOTAL
						June, 1922	June, 1921
Paducah	1	9	0	4	3	17	41
Central City	0	0	0	0	0	0	1
Other Stations and Train Crews	0	3	1	0	2	6	20
TOTAL	4	35	2	12	13	66	115
Tennessee—							
Fulton	0	0	0	0	0	0	0
Jackson	0	0	0	0	0	0	0
Dyersburg	0	0	0	0	0	0	2
Birmingham	0	2	0	3	1	6	14
Corinth	0	0	0	0	0	0	0
Other Stations and Train Crews	0	0	0	1	0	1	6
TOTAL	0	2	0	4	1	7	22
Mississippi—							
Grenada	0	0	0	0	0	0	4
Durant	0	1	0	0	0	1	2
Water Valley	0	0	0	0	0	0	1
Other Stations and Train Crews	0	9	0	1	0	10	28
TOTAL	0	10	0	1	0	11	35
Louisiana—							
Yazoo City	0	0	0	0	0	0	0
McComb	0	0	0	0	0	0	1
Brookhaven	0	0	0	0	0	0	0
Jackson	3	2	0	3	3	11	10
Other Stations and Train Crews	0	1	0	0	1	2	6
TOTAL	3	3	0	3	4	13	17
New Orleans Terminal—							
New Orleans	4	30	1	14	10	59	70
Other Stations and Train Crews	0	0	0	0	0	0	0
TOTAL	4	30	1	14	10	59	70
Total I. C. Southern Lines.....	11	80	3	34	28	156	259
Memphis Terminal—							
Memphis	20	79	7	31	37	174	314
Memphis—							
Clarksdale	0	0	0	0	0	0	2
Greenwood	0	0	0	0	0	0	1
Helena	0	0	0	0	0	0	0
Other Stations and Train Crews	0	2	3	0	0	5	11
TOTAL	0	2	3	0	0	5	14
Vicksburg—							
Greenville	0	3	0	0	2	5	3
Cleveland	0	0	0	0	0	0	9
Leland	0	0	0	0	0	0	0
Rosedale	0	0	0	0	0	0	3
Other Stations and Train Crews	0	1	0	1	4	6	13
TOTAL	0	4	0	1	6	11	28
New Orleans—							
Baton Rouge	0	1	0	1	1	3	6
Vicksburg	0	5	0	1	1	7	18
Natchez	1	0	0	0	0	1	5
Other Stations and Train Crews	0	3	0	0	1	4	8
TOTAL	1	9	0	2	3	15	37
Total Y. & M. V. Lines.....	21	94	10	34	46	205	393
GRAND TOTAL	196	637	51	357	244	1,485	1,933

Salvaged a Carload of Dampened Freight

Accidents may happen to freight we are carrying, but that is no reason delivery should be made before everything possible has been done to repair the damage and to prevent exceptions. Witness the case of G. L. Edwards, agent at Tutwiler, Miss., who took a carload of twenty-seven mixed shipments that had been rained on, dried off the canned goods, polished a piano and in other ways repaired the damage, and then delivered the shipments with only two exceptions charged against them—a loss of only \$4.66 that might easily have gone into the hundreds of dollars.

"With a view of eliminating exceptions, it is necessary that freight be delivered in good condition; if it is received at the station in bad order, it should be put in good condition

before being offered to the consignee," Mr. Edwards declares.

"A car loaded at Memphis recently arrived at Tutwiler with the contents damaged. While the car was en route the tin roof was blown off, and a heavy rain drenched the shipments, except in one corner.

"Noting the condition of the contents, my first action was to unload the car. With the assistance of my porters and clerk, each article was examined; the water was wiped off all the boxes, and they were spread out to dry, after which immediate delivery was made by having the merchants call for their shipments. Canned goods were unpacked at once, in order to dry the labels and thus to prevent them from slipping off and to avoid having rust form on the



G. L. Edwards

cans. Where immediate delivery could not be made, boxes were opened and unpacked, each

can or package dried and aired well, and then replaced in the original package. Delivery of these packages was effected without exception. Shipments of sugar, coffee, beans, etc., were unloaded, the packages turned every hour and dried on all sides.

"All the paper covering was taken off one piano, which was very wet. I dried it thoroughly with a soft cloth, aired it for twenty-four hours, and then wiped it off with a high-grade furniture polish. The piano was then repacked and delivered without exception.

"Among the shipments in the car that were damaged by water were the following: Sixteen sacks of corn meal, thirteen cases of spices, twelve sacks of roasted coffee, ten cases of shredded cocoanut, ten cases of syrup in fiber board containers, nine cases of coffee, six cases of peanut butter, nine bundles of paper bags, five sacks of sugar, two cases of dried fruit, two cases of corn, one carton of cigars, one carton of smoking tobacco, one sack of beans, one sack of peas, one case of drugs, one piano and stool.

"There were only two exceptions against the entire load of twenty-seven shipments, the claims amounting to \$4.66."

AT THE FINISH, JUNE "NO EXCEPTION" CAMPAIGN



The cartoon above was inspired by W. J. Laffey, inspector of stations and transfers, and executed by J. P. Alley, Memphis Commercial Appeal cartoonist and creator of the philosophical Hambone. The standing in the race shows how the various operating divisions of the Illinois Central System finished in the recent "No Exception" campaign.

Vice-President A. S. Baldwin Dies on Train

Popular Official Stricken While on Way Home from Recent Trip of Inspection in Europe

A. STUART BALDWIN, vice-president of the Illinois Central System, died suddenly on a Michigan Central train at 11:50 p. m., June 26, near Detroit, Mich. Heart trouble caused his death. He was nearly 61 years old.

Funeral services were held at his home in Chicago, June 29, with C. H. Mottier, C. I. Anderson, W. G. Nusz, W. T. Kelly, T. H. Robertson and W. E. Colladay (all of his own office) as active pall-bearers and more than one hundred honorary pall-bearers. Burial was at Staunton, Va.

Mr. Baldwin had just returned from Europe, where he had spent three months studying electrified railroads in England, France and Italy in preparation for the work of electrification of the Illinois Central's Chicago terminals. His wife and daughter had accompanied him on the trip and were with him at the time of his death. Hugh Pattison, electrical engineer in the Chicago terminal improvement department of the Illinois Central, also was a member of the party. D. J. Brumley, chief engineer of the Chicago terminal improvement, had gone to New York to meet Mr. Baldwin, his family and Mr. Pattison, and was accompanying them back to Chicago.

Only a few minutes after he retired, Mr. Baldwin arose from his berth, and complained that he could not get his breath. Aid was summoned immediately, but he died within a short time. The body was brought to Chicago on that train.

A Great Loss to Our System

"Mr. Baldwin's death is an immense loss to the Illinois Central System and the railway industry in general," said President C. H. Markham. "It also is a blow to our plans for electrification. Of course the work will go ahead, but he has been an invaluable aid. He was very enthusiastic about the project and understood it thoroughly."

Mr. Baldwin was born in Winchester, Va., September 28, 1861, and was educated in private schools in the Shenandoah Valley and at Staunton Military Academy.

After teaching school one year, he entered railway service in 1879 as a rodman on the



A. Stuart Baldwin

Richmond & Allegheny Railroad, now part of the Chesapeake & Ohio. From 1881 to 1883 he was employed as assistant engineer of the Iron & Steel Works Association of Virginia in railway and blast furnace construction and development of ore mines.

In 1884 he re-entered railway service as assistant engineer on the Philadelphia extension of the Baltimore & Ohio Railroad. He was placed in charge of construction of bulkheads and docks on the Schuylkill River.

In 1885 he accepted a position with the Chicago, Milwaukee & St. Paul as principal assistant engineer and was placed in charge of construction of its bridge across the Missouri River at Kansas City. He was afterward resident engineer on the construction of the St. Louis & Texas Railroad, now part of the Louisville, Henderson & St. Louis.

Mr. Baldwin entered the service of the Louisville & Nashville Railroad in the fall of

1887 as assistant engineer on development of the mineral district around Birmingham, Ala. He was advanced to principal assistant engineer, and later promoted to roadmaster, remaining in the service of that company until September, 1901.

Joined Illinois Central System in 1901

On September 1, 1901, he was appointed principal assistant engineer of the Illinois Central System. He was advanced to engineer of construction, May 1, 1903, and was promoted to chief engineer in charge of maintenance and construction, March 20, 1905.

During his service as engineer of construction and chief engineer, the Illinois Central System went through a period of great development in both maintenance and construction work; many branches and auxiliary lines were built; on many portions of the line grades were reduced, alignment was improved and second track was built. Many large yards were constructed, as were large terminal facilities in Memphis, New Orleans, Centralia, and other places, and the general condition of the road was improved.

The more important works of construction made under Mr. Baldwin's supervision were:

Indianapolis Southern Railway, extending from Switz City to Indianapolis, a distance of ninety miles. An interesting feature in the construction of this line is Richland Creek viaduct, a steel structure, 2,215 feet long and 134 feet high.

The Birmingham line, extending from Corinth, Miss., to Haleyville, Ala., a distance of eighty miles, and the Illinois Central terminals at Birmingham. Involved in this work was the construction of a viaduct over Bush Creek, a steel structure 1,230 feet long and 175 feet high.

Kensington & Eastern Railway, extending from Kensington to the Illinois-Indiana state line, a distance of seven miles, a double track electrified railroad.

Batesville Southwestern Railroad, sixteen miles.

A cut-off between Wickliffe, Ky., and Fort Jefferson, Ky., three miles, made necessary by encroachment of the Mississippi River.

New line from East Cairo to Paducah, Ky., thirty-two miles, developing a new section of the country and reducing distance between Cairo and Louisville.

Memphis & State Line Railroad, double track railroad, twenty miles long, forming belt line around Memphis for handling freight traffic.

Herrin & Zeigler Railroad, eight miles.

Johnston City Southern Railroad, four miles.

Line from Silver City, Miss., to Kelso, Miss., forty-one miles.

Line from Lambert, Miss., to Swan Lake, Miss., twenty-two miles.

Line from Belzoni, Miss., to Yazoo City, Miss., twenty-three miles.

Line from Phillip, Miss., to Charleston, Miss., twenty-seven miles.

Grades were reduced between Fulton and Memphis; Canton and New Orleans; Princeton and Paducah; Waterloo and Fort Dodge; Clinton and Springfield; Belleville and Groves, Ill.

Second track was constructed between Fulton and Memphis; Canton and New Orleans; Chicago and Parkway; Lakeview and Lake Cormorant, Miss.

Track elevation in Chicago, begun prior to World's Fair north of 53d Street, was carried forward and the main line was elevated from 63d Street to 83d Street and from Burnside to Kensington.

Stuyvesant Docks at New Orleans, almost entirely destroyed by fire in March, 1905, were rebuilt in record time.

New and enlarged mechanical facilities were constructed at many points along the line, notably at Champaign, Centralia, East St. Louis, Waterloo and Memphis.

A new bridge was built over the Tennessee River at Gilbertsville, Ky.

New passenger station facilities, including track elevation, were constructed at Memphis.

Elected Vice-President in 1918

On August 1, 1918, Mr. Baldwin was elected vice-president of the corporation while the railroads were under federal control, serving in this capacity until relinquishment of the roads by the government, March 1, 1920, when he was elected vice-president in charge of the improvement and electrification of the Chicago terminals and valuation of the system, a position he was occupying at the time of his sudden death.

The Chicago terminal improvement, covering the reconstruction of the entire terminal north of 51st Street and including the construction of a new passenger station at Roosevelt Road, a new suburban terminal north of Randolph Street and the rebuilding of the South Water Street freight terminals, is covered by a contract ordinance among the city, the South Park Commissioners and the Illinois Central. The ordinance also provides for a park east of the railroad extending from Roosevelt Road to Jackson Park, with adequate viaducts and subways crossing the railroad tracks. Streets are to be widened and extended, and Grant Park west of the tracks is to be enlarged. It further provides for the electrification of the main line from the Chicago River on the north to Matteson, Ill., on the south, a distance of twenty-eight miles, and of the South Chicago and Blue Island branches. This ordinance, negotiations for which were begun in 1912, was, in the main, handled by Mr. Baldwin from the time of its inception to its final passage by the City Council, July 20, 1919.

Member of Several Organizations

Mr. Baldwin was affiliated with many technical societies and many clubs, a list of which

follows: Society of Cincinnati of the State of Virginia; American Society of Civil Engineers; past president, American Railway Engineering Association; past president, Western Society of Engineers; American Railway Association; American Railway Guild; Advisory Committee, Federal Board of Surveys and Maps; Franklin Institute, State of Pennsylvania; Chicago Engineers Club; Flossmoor Country Club; honorary member, Tau Beta Pi, University of Illinois.

Mr. Baldwin was the official reporter on "Terminal Stations for Passengers" to the Ninth Congress of the International Railway Association, which convened at Rome on April

18, 1922, and was also a delegate from the Illinois Central System to the Congress. In addition to attending the Congress, his mission abroad had to do with investigations of railway terminals and electrifications in foreign countries.

December 19, 1883, Mr. Baldwin was married to Miss Martha Frazier of Staunton, Va., who, with one daughter, Katherine M. of Chicago, and three sons, Robert F. and Howard F. of Chicago and W. Frazier of Savannah, survives him. He is also survived by two sisters, Mrs. Hugh C. Preston and Mrs. Barton Myers, and three brothers, Robert Frederick, William Barton and John M., of Norfolk, Va.

Vice-President Baldwin's Trip to Europe

Following is a brief account of Vice-President A. S. Baldwin's trip abroad. The author is Hugh Pattison, electrical engineer, Chicago terminal improvement department, who accompanied Mr. Baldwin.

Mr. Baldwin's party, consisting of himself, Mrs. Baldwin and daughter Katherine, Miss Mary Pattison and the writer, left New York on the steamship "Colombo" April 1, arriving at Genoa April 13, where Mr. Baldwin was met by Donald Rose, European traffic manager of the Illinois Central, also a delegate to the Congress, and Mrs. Rose. That afternoon the ship continued on the way to Naples, arriving April 14. The weather was clear, and the entrance into the beautiful Bay of Naples was equal to the most extravagant descriptions of this famous spot. The party remained at Naples until April 17, during which time a visit was made to the ruins of Pompeii, where Mr. Baldwin was much interested in the types of construction and the lasting qualities of the materials.

Arriving at Rome on April 17, Mr. Baldwin attended the formal opening of the International Railway Congress on the 18th. Immediately upon the organization of his section, he participated actively in the consideration of all of the papers and discussions presented, in addition to his own paper, making many friends whose assistance later on proved of value to him in securing cordial receptions when examining railway terminals and electrifications.

The party left Rome on April 28 for Genoa, examining the arrangement of the passenger station at the latter point, looking over the electric construction in the freight yards and

observing the operation of electric locomotives.

Leaving Genoa on May 2, the party proceeded to Switzerland via the famous St. Gothard route of the Swiss Federal Railways, which is electrified from near the Italian frontier through the St. Gothard tunnel and on up nearly to Zurich, in the north of Switzerland. The following morning the party went to Florence. After a few days there the members went to Venice on May 9. As an engineer, Mr. Baldwin was particularly interested in the construction of the buildings along the canals. From Venice the party went through Switzerland to Zurich and, after a short stay there, continued on through Basle, arriving at Paris May 17.

At Paris Mr. Baldwin inspected a number of large stations, of interest because of the heavy suburban traffic, and had opportunity for discussion with officials of those French roads which are now actively proceeding with electrification. He went to the top of the Eiffel Tower and was greatly interested in the details of construction of this remarkable structure.

On May 27 the party left Paris for London, by way of Calais and Dover. Between Paris and Calais were seen some of the cemeteries of those lost in the war. This was probably the nearest point to the war zone that was reached on the trip. Between Dover and London the trip was made in a Pullman, which, though different in arrangement from those in the United States, nevertheless reminded us of home, because it really was a Pullman car.

In London, as in Paris, Mr. Baldwin was in conference with engineers and railway of-

ficials and inspected passenger terminals and suburban electrifications. He was cordially received and had the opportunity again of meeting acquaintances made at the Congress in Rome.

On June 9 a trip was made over the Manchester Bury electrified section of the Lancashire & Yorkshire Railroad, and the electric repair shops as well as the principal local shops were visited. Not only is this an interesting electric service, but all-metal cars are operated, in which, to obtain lightness, aluminum has been used to a considerable extent. While at Manchester Mr. Baldwin had opportunity for a short inspection of the famous Manchester ship canal.

On June 13 the party left London for Edinburgh, and on the following day Mr. Baldwin went over the famous Firth of Forth Bridge. Mr. Rose and the writer accompanied him, and an engineer of the road was assigned to conduct the party and explain the features of the bridge. Mr. Baldwin examined the bridge thoroughly, going through the trap doors so as to see the underside of the structure, and climbed to the top chords for a more general view.

On June 16 the party went to Liverpool, and the following day sailed for home on the "Celtic," reaching New York on the morning of the 26th, leaving for Chicago via the Michigan Central almost immediately. Mr. Baldwin died that night.

Arthur C. Snow, Contract Attorney, Is Dead

Arthur C. Snow, the contract attorney in the office of the vice-president, operating department, died the morning of Wednesday, July 19, at the Illinois Central Hospital in Chicago. He had been ill since the first of the month.

Mr. Snow was born forty-three years ago at Ottawa, Ill., where his father, David B. Snow, is still a distinguished attorney. Upon coming to Chicago he entered a law office and attended the Chicago College of Law, from which he was graduated in 1902. Vernon W. Foster, now local attorney at Chicago, was a member of his graduating class. About the time of finishing law school he entered railway service as secretary to George R. Peck, general counsel of the Chicago, Milwaukee & St. Paul, and in 1904 he came to the Illinois Central as secretary to Judge J. M. Dickinson, general counsel. After a few years with Judge Dickinson, he became one of the principal clerks in the general office of the law department, remaining there until 1907, when he accepted the post of contract attorney in the operating department.

For a number of years Mr. Snow had made his home in Stewart Ridge, a Chicago suburban district, where he was prominently identified with community activities. His wife and son survive him.

Mr. Snow lived an unusually well-rounded life. He was noted among his associates as a thorough student, and he was an accomplished musician and was successful in a wide range of sports. As a baseball



Arthur C. Snow

player he was able to fill any position on the team. During the last few years he had given up golf, a game which he formerly played with much success. It was as a tennis player, however, that he achieved the most fame, winning the Illinois state tennis championship in one season and

being runner-up in the western play another.

He was a musician of unusual talent, playing a number of instruments well. He was director of the West Pullman Men's Club Orchestra, a community organization in Stewart Ridge. He was prominent in Masonic circles and played the piccolo in the Woodlawn Commandery Knights Templar Band. The Woodlawn Commandery

numbers many Illinois Central officers and employes in its membership.

"It is with deepest regret that I heard of the death of Mr. Snow this morning," said Vice-President L. W. Baldwin. "Mr. Snow was a valuable member of our organization. Personally, I held the greatest admiration for him, and I am grieved that his untimely death has removed him from us."

Saw 15 Months of European Relief Work

Fifteen months' medical work in the Baltic provinces of western Russia has been the experience of Dr. Claude S. Mumma, son of S. W. Mumma, agent at Forreton, Ill. Doctor Mumma enlisted in the Eleventh Regiment, Illinois Infantry, in 1917 and was made quartermaster sergeant in the medical corps of the regiment September 4, 1917. This position he held until his enlistment in the Navy, December 7, 1917.



S. W. Mumma

Doctor Mumma was commissioned as captain with the American Red Cross March 6, 1920, and was assigned to the Baltic provinces of western Russia. He served throughout Lithuania, Latvia and Esthonia, with headquarters at Riga and with work extending to Viborg, Finland. After engaging in sanitary work, including a study of typhus, he was assigned to the Latvian government army hospital for six months in child welfare work.

He served in western Russia for fifteen months, until the commission was discontinued. He then went to Vienna, Austria, entered a medical school and specialized on some branches. He returned to America in October, 1921, and is now practicing medicine in Chicago, where he also holds a position with the government in the Veterans' Welfare Bureau.

Samuel W. Mumma, his father, entered the service of the Illinois Central System at Forreton, Ill., June 15, 1882, on the extra list. He served at various times for a term of four years, working nights as baggage man and caller



Dr. C. S. Mumma

and doing clerical work.

January 1, 1886, he was given a clerkship in the freight office at Forreton and was assigned the Chicago & Iowa Railroad part of the work. He held this position until January 1, 1891, when he was appointed joint agent for the Illinois Central and the Chicago & Iowa railroads. He has now put in more than thirty-six years of continuous service at Forreton.

Miles N. Pritchard was agent when Mr. Mumma entered the service; John C. Jacobs, superintendent; A. J. Poland, trainmaster; Fred Doty, roadmaster; Horace Tucker, general freight agent; W. E. Keepers, assistant general freight agent. Division offices were then at Amboy, as were the machine shops.

Mr. Mumma worked under Agents Pritchard, Baldwin and Riley, all of whom are now dead. As far as he knows, he is the only surviving regular agent who ever had Forreton station, as well as being the oldest exclusive agent on the Wisconsin division and ranking No. 4 on the telegraphers' seniority list.

Mr. Mumma says that many of his old friends on the Wisconsin division are gone. He recalls Conductor John Quinlan, who used to make Forreton and who is still in line of duty out of Dubuque. Mr. Mumma's years of service have been pleasant ones.

Firemen Tell How to Make Crossings Safe

All Are on Alert to Do Their Part by Helping Engineers Keep Watch for the Indifferent Motorists

THE views of some of our locomotive engineers regarding grade-crossing accidents appeared in the June number of the *Illinois Central Magazine*. No railway employes have had more experience with the dangers of grade-crossing carelessness than enginemen. Locomotive firemen also are confronted with this problem, and with that in mind the *Illinois Central Magazine* has asked a number of locomotive firemen for short statements setting forth their views of how the grade-crossing problem should be met. Twelve firemen have complied, and their statements are given herewith:

Would Ask Friends to Co-operate

J. E. SHELTON, *Paducah, Ky.*: I think we should have a talk with our friends—giving warning of the many chances they take trying to beat us to the crossings, asking them to co-operate with us. Let it be known throughout the country that we as enginemen are doing all in our power to prevent accidents that happen at grade crossings. Ask them to talk with their friends, warning them of the danger, and caution their children of the many accidents that occur at railway crossings, telling them always to stop, look and listen for approaching trains.

At some of our smaller towns we have speed restrictions of ten or fifteen miles an hour. I do not think this is right and just to our railway company, nor to the public, as it only invites the people to go on, thinking they have plenty of time to get across the track. It also invites boys as well as men to catch the trains, many times causing them to lose an arm or leg, thus adding to the list of cripples.

I think it would be time well spent if we could have some cards printed on the same order as our cards for soliciting business for our railroad, and ask that each man in engine

and train service send a few cards to his friends to let them know that we are interested in trying to prevent accidents.

I think all firemen should so arrange their work that they can watch carefully at grade crossings, and more especially on "blind" curves and at the small towns we pass through. We can very easily arrange our work so we can ring the bell and call the attention of the engineer to any danger that might occur at these points.

Blames Carelessness and Ignorance

J. D. COFFEY, *Vicksburg, Miss.*: For the sake of humanity, the railroads, and the peace of mind of enginemen, it is obvious that more progress must be made in the way of preventing grade-crossing accidents.

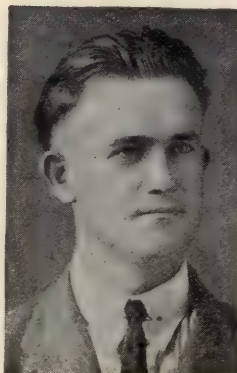
The locomotive fireman is an important factor in assisting engineers to prevent accidents at crossings. He should ever be on the alert and remember always that "safety is of first importance in the discharge of duty."

I endeavor to arrange my firing so that I can keep on the look-out at every roadway and street crossing, so that I may warn the engineer of approaching vehicles, especially automobiles, from my side and cause him to sound additional blasts of the whistle and reduce the speed of the train, if necessary. It is important that a fireman should maintain a vigilant watch at crossings, as on the larger locomotives now in use the engineer cannot see the approach to the crossing on the left-hand side at close range.

I am as conscientious in seeing that the bell is rung at the proper time as I am that the engine has the required steam pressure. When engines are equipped with air bell-ringers, I think that the ringing valve should be placed within convenient reach of the fireman instead of on the right-hand side of the cab. Firemen



J. E. Shelton



J. D. Coffey

should see that the bell-cord and bell-ringer are in good condition and working properly at the beginning of each trip.

It is my opinion that more crossing accidents are due to carelessness and ignorance of the danger on the part of the driver than to wanton recklessness. However, there are some "dare-devils" who will always take a delight in trying to beat the train. The latter named class the Lord will take care of to a large extent. The former must be educated as to the danger.

The managements of the railroads are doing their best in this line, but every employe should make it his business to talk to every automobilist and tell him of the importance of obeying "Stop, Look and Listen" signs and of the grave danger of paying no attention to them. I never approach a railway crossing while riding in an automobile that I do not caution the driver to stop, look and listen.

A national law should be passed compelling autoists to stop before crossing railway tracks.

How Trainmen Can Help Campaign

R. T. LORDAN, *Springfield, Ill.*: We must be on the look-out at all times, sound the whistle and ring the bell at every road crossing. In this way we may overcome our part of the accidents.

Trainmen can help just as much as the engineer and fireman. When they leave cars on sidings, the cars should not only clear the crossing but be put at least sixty feet away from it when possible. It will take but little time to do this and may save many lives. Also it gives the engineer and driver a clear view.

Crossings should be in good condition at all times, as many accidents are due to drivers' looking to see what kind of crossings they are going to hit and not looking for trains. In many cases they get a bump, not caused by a bad crossing, but by a locomotive.

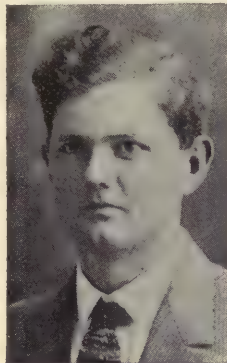
Let us all get together with "Stop, Look and Listen." If the car driver will stop to listen he will hear the wonderful sound, "L-O-O-K O-U-T, THANK YOU," which is the familiar crossing signal, two long and two short blasts of the whistle.



R. T. Lordan

Must Get Help of the Public

VAN L. STEWART, *Vicksburg, Miss.*: I think that this is one of the most important drives that the company could have put on, and I like the way it is being handled, for crossing accidents cannot be stopped until we get the help of the public. We all know an engineer would not hit an automobile if it were in his power to prevent it.



V. L. Stewart

It is a strange thing to me that some people are always growling about slow train service, and still they expect us to stop at

every crossing and let the automobile pass first. Everyone knows there is only one way for a train to run, and that is on the rails. It is impossible for the engineer to dodge an automobile except by trying to stop, as the engine has no steering wheel; so it seems to me that if a person would only stop to think he would know that if he gets on the track ahead of the train he is going to get hit. The average automobile driver does not look to see the speed of a train, as he is only watching his own speed. If he can run ahead of us while starting from a station he never looks back to see if the train is gaining on him before starting across a crossing.

I sometimes wonder what it is about an automobile that causes some people to lose their minds. Most drivers seem to think they have the right of way over the world or that they are in a land where there is no danger. I think the best way to stop crossing accidents is to start a campaign with the public and to get the public's co-operation. I think the posters the company has had tacked up around the depots and at other public places will help to remind drivers that the trains are still running; and I believe that if any sane person would stop to think he would not take the chances he does take on railway crossings. Nine out of every ten accidents are caused the carelessness of the drivers.

Every day I see automobiles dash across the track ahead of our train and stop while the driver turns and gives us a signal to come on or gives us the laugh; and every day I see in

the newspapers that an automobile has been struck by a train.

There are few persons who realize what it is to sit on an engine and plow into an automobile full of people, and see the automobile go into one direction and its passengers thrown into the air and under the engine and mangled. If they could only see it once, they would have a picture in their minds that would last a lifetime.

However, reckless as automobile drivers may be, I believe a fireman can help to prevent crossing accidents. I am always talking it. I talk it at the boarding houses, on the streets, and to my brother fireman, and ask him to talk it. I want the public to know that we are trying our best, and I ask my friends to help. I like to keep in their minds to "Stop, Look and Listen" before starting across a railway track while driving. I have fired for some mighty careful engineers, and they have taught me always to be on the look-out. By constantly calling my attention to crossings, they soon had me acquainted with the road, and I could tell at all times where we were, and I soon learned to space my firing so that I could be on the seat-box looking out at all crossings through towns and around curves.

When I first went into the passenger service I was firing for a man who would make me start the bell before he would start the air-ringer to work; so I soon got into the habit of starting the bell with the rope, and now I always know the bell is ringing while approaching and passing over railway crossings. It calls the attention to the engineer to blow the whistle, as sometimes he might be busy working on his side of the engine. If I see an automobile running alongside the train or approaching the crossing, I call the attention of the engineer, so that he may give an extra alarm while approaching the crossing. I have even given auto drivers a sign that they had a flat tire or that there was something wrong on the rear end of their cars, so they would have to stop and we could get rid of them.

I know the firemen on the Y. & M. V. are doing as much as anyone to stop automobile accidents, as we appreciate what the company has done for us in giving us a chance to be on our seat-box once in a while. The company has all the lumpy coal broken at coal chutes and also has water sprinklers on all coal chutes north of Rolling Fork, and this gives us plenty of time to be on the look-out.

I do hope the public will take just half as much interest in this campaign as the railway employees. Then, I am sure there will be fewer accidents.

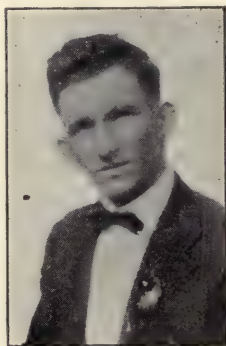
Keeps on Look-Out for Crossings

J. E. CALDWELL, *Memphis, Tenn.*: Carelessness has brought more sorrow to people than any other one thing, and I think each fireman should practice "Safety First" at all times to help prevent accidents. At all crossings around depots and public places we should be on the look-out. I prepare my fire to carry me by such places, so I can be on the watch to notify the engineer to repeat the second



J. E. Caldwell

warning signal or stop, if necessary. I always have the bell in good shape, so it will not fail to ring, and my hand on the cord making a sound so that everybody can hear it and know a train is coming. I always mention to the engineer that the crossing is clear on my side. Let us all get busy and help to make this world a better and safer place to live in.



R. S. Peck

Would Hold Motorist Responsible

R. S. PECK, *Vicksburg, Miss.*: I always ring the bell at every crossing and call attention to the engineer to sound the whistle. Even after the crossing signal has been blown, I make it my duty to avoid any accident, if my close attention will avoid one. I would suggest that a law be passed

to reverse the responsibilities, making the motorists responsible. The "Stop, Look and Listen" sign is disregarded, I am sorry to say, but until there is a law to make careless people do their duty we will have accidents.

Would Enlist Motion Pictures

H. J. BUCKLEY, *Dubuque, Iowa*: An auto-

mobile driven by a railway man and struck at a grade crossing is an accident that one seldom if ever hears of. Railway men know the danger of crossing a track without knowing that the way is absolutely clear. They not only use every precaution while driving a car, but while operating their trains they are constantly on the look-out for some careless motorists trying to cross the tracks before them.

All engineers, firemen and trainmen on the Minnesota division co-operate to try to prevent such accidents. Firemen arrange their work so as to be on the look-out over crossings, especially through town and cities. While trains are on passing tracks with one or more crossings cut, the trainmen arrange their work so that they may be standing on the crossings to warn a motorist or couple the crossings just before trains pass on the other track.

I am sure that if motorists would co-operate with railway men in trying to prevent accidents the number of accidents would be reduced considerably. Motion pictures showing accidents of this kind at grade crossings, auto traffic violations on city streets, street car accidents, etc., and talks from enginemen who have had such accidents would bring about co-operation from motorists.

Any move to bring about a little more interest on the part of the public toward this subject would please all of us who are concerned in the operation of trains.

Enginemen are doing their best. Will automobile drivers please help?

Never Had a Crossing Accident

ROBERT MCGREGOR, Paducah, Ky.: I am proud to say that I have never had or been in a crossing accident of any kind. I have always tried, with the best of co-operation with my en-



H. J. Buckley

ginemen, to use every precaution possible to prevent any kind of accident whatever.

The Menace of the Careless Driver

LOUIS R. ERNST, *New Orleans, La.*: Automobile drivers take into consideration the dangers of railway grade crossings only when they see a human being jump in front of their car with a red lamp or a stop signal or when the crossing gates have torn away half of their car tops.

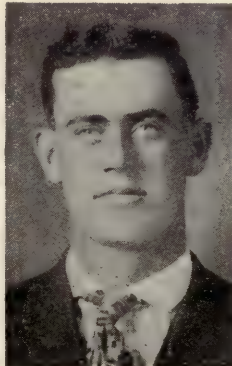
Let us take this reckless class of automobile drivers into consideration, who violate the motor vehicle ordinances of our large cities, who speed up to railway crossings in the heart of a big city, tear down the gates, get caught with the gates on the top of the cars, and the crossing watchman has to flee from his post to get out of their way. Let us try to imagine what these speed demons of the cities are going to do when they hit the highway in the rural section of the states. Those who violate traffic and crossing laws in the heart of the city, where the law stands with a pad writing down license numbers, are not going to take their feet off the accelerators making a rural crossing.

The novice will pick the open roads of the country to learn to drive a car; he is not familiar with the grades of the crossings and is not taking into consideration what his car can or cannot do, and he tries to make the crossing without using his intermediate gears and stalls in the middle of the track.

Engineers and firemen must be given a large open area so that they can scrutinize the crossings on both sides. A fine should be imposed upon every driver of an automobile who does not come to a dead stop before making a grade crossing.

Urges Observance of the Rules

JOHN V. MALONEY, *New Orleans, La.*: While on an engine the fireman has to watch his water and fire; he also has to keep a look-out on the left side of the engine for danger ahead. I have often seen automobile drivers speed up and rush under crossing gates before they are fully down, and then look around and laugh. Suppose the automobile engine were to die on the crossing; the driver might possibly have time to get out of the way himself, but does he know the feelings of the two men on the engine? Does he know that their hearts are in their mouths? They do not know whether they will be able to stop the train before striking the automobile with its occupants. I also have noticed, where there are no gates but



R. McGregor

the flagman is out with his warning flag, the driver run around him in the very face of danger.

Only recently at one of our crossings, on a prominent avenue of our city, there were repairs being made, the street torn up, rock, earth, etc., piled up on both sides of the crossing and a barricade across the street with a red lantern and a red flag fifty feet away and a stop sign 100 feet away. An automobile came down the street, dashed through the trench and half way up the other side of the crossing, after having dashed through barricade and over rocks, etc. Luckily there was no train due at the moment.

If the drivers would only "Stop, Look and Listen" for a few moments there would be no accidents at crossings. I notice in the newspapers where hundred of motorists ignore the summons of our traffic court. If they ignore the summons of the court, what may we expect of them when they come to the crossings? The warning bell is the summons for them to look out, but instead they open up and rush across the tracks—and possibly into the open arms of

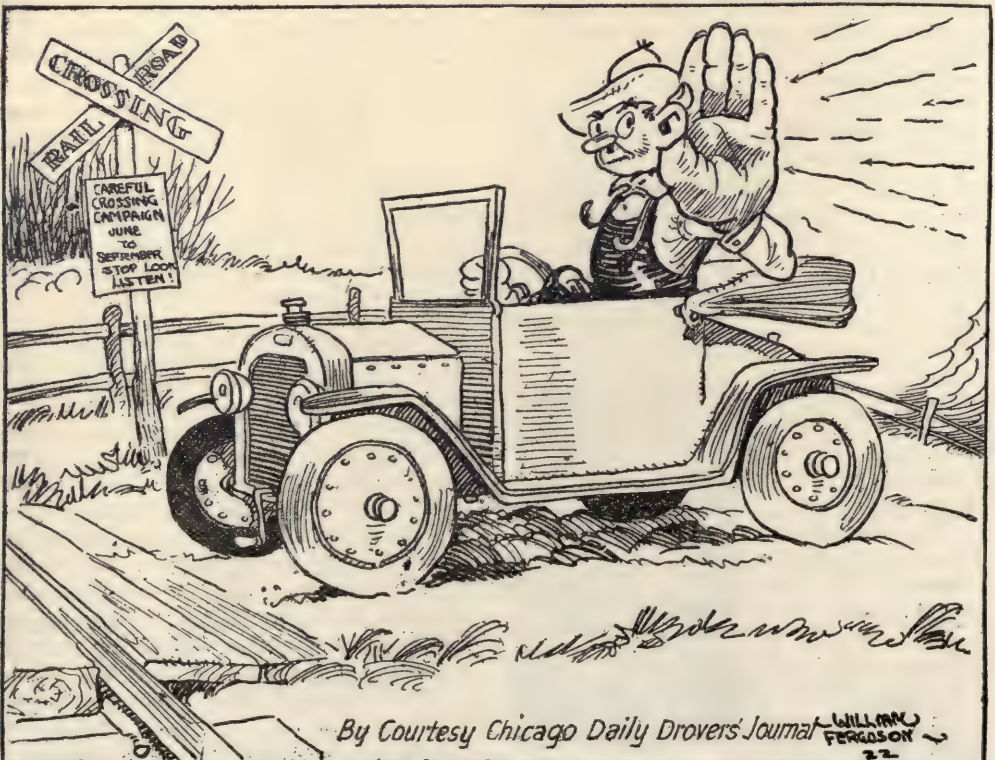
death. In *The Times-Picayune* I notice where forty-two drivers were summoned to court for speeding and reckless driving. If they are so reckless in a big city, where they are under the very eye of the law, what may we expect of them where there is no watchful eye, on a country road?

I have run an engine in France, where no one would dare, after the locomotive whistle had sounded, to attempt to open gates or cross tracks—and in France you never hear of accidents at crossings. So let us work together, like good citizens, and make this drive 100 per cent free from accidents. It can be done, and it must be done.

Helps Engineer Keep Watch

I. E. JENNINGS, *Brookport, Ill.*: I have often called the engineer's attention to an automobile approaching from my side of the engine and the engineer's side when I could see both ways, and I make it a practice to give the proper alarm whenever the engineer is absorbed in his work and has failed to notice approaching a crossing. In some cases I have done this on the right of way where I have seen stock or

HOW WE CAN AVERT ONE "RAILROAD STRIKE"



By Courtesy Chicago Daily Drivers' Journal

WILLIAM
FERGUSON
22

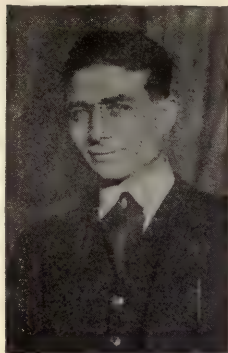
persons on the track. I have always tried to watch out for the safety of persons, such as fellow employes, other persons, and the company property as well as my own personal safety.

Racing the Train

J. W. WHELCHER,
Fort Dodge, Iowa:

Locomotive firemen can do much in preventing crossing accidents. I try to have my work done when

approaching crossings or while passing through station grounds, so I can be on the look-out for



J. W. Whelcher

automobiles approaching. If I see one coming, after the regular crossing whistle has been sounded, I notify the engineer, so that he can sound an additional warning. If the bell isn't operated by an automatic bell ringer, the fireman should be ready to ring the bell at all grade crossings and station grounds. I try to make that a practice, and I think the rest of the firemen on the Iowa division try to do the same.

I have seen motorists, where there are diagonal crossings with the train in clear view, race side by side trying to beat the train to the crossing. They don't pay any attention to the whistle or the bell ringing—they just keep going. They just get by when we cross the crossing. This occurs often, with the people in the automobile grinning at you while racing to get by.

What Sane Co-operation Can Accomplish

By RUFUS KEMP, JR.,

Secretary to Roadmaster, Fulton, Ky.

What is a molecule? Webster says it is the smallest quantity of an element or compound which can exist separately. Then a molecule has comparatively no strength whatever, alone. Everything which exists under the high Heaven today is made up of molecules; and we know that there are thousands of things that have power, energy, resistance and strength. Then it must follow that this strength is secured through the union of thousands of small molecules which have no strength in themselves but which, when united, form the strongest and most powerful machines we have.

A drop of water is a harmless thing within itself, but when thousands and millions of them are united, they are rivaled by fire alone in the amount of destruction they produce with their strength, even defying the most powerful resistance which the human mind is able to conceive or the human hand erect. Still, they are mere drops of water.

In the same way, man himself is made of many molecules; but the molecules of which man is composed, when united, form the most powerful animate being, and give him the mind and body to dominate the majority of all other molecular bodies regardless of their enormity.

Then, man takes the different molecules of pig iron, carbon, alloy, etc., and forms machinery and weapons which he can command, to enable him to resist the onslaught of the destructive molecular bodies.

Now, let's make a little equation in comparison. A molecule is to man the same as man is to (?). Can you answer it? If thousands of molecules unite themselves and make one man (the most powerful animate being on earth), then what must the result be when thousands and millions of men unite themselves and make one body? The result should be an irresistible force, the most powerful piece of machinery and the highest factor in productivity.

But in order to make this machine function properly and obtain the desired effect, we must follow the example of the molecules of which man himself is made, and mold ourselves into the most nearly perfect form of machinery. We must model ourselves from the most powerful animate machine, man. We must have a head; some broad shoulders for it to rest upon; a body to assimilate the necessary food and give us the strength to carry on the work; and the limbs to stand upon and protect ourselves from those who would harm us.

Now when we have completed this machine,

we have the power and strength to perform any undertaking; but there's the rub—in order that no single part of our body may suffer an injury we must avoid the "weapon warfare"—we must make our purpose clear, aspiring to produce, rather than destroy; do good and not an evil; lift up instead of crush; love and never hate. Then, and only then, will God permit our unity to live or be justified.

The Illinois Central System is a vast and powerful machine established and operated to serve the public; it consists of many molecules,

of which you are one. It can do nothing without the close and efficient co-operation of each molecular part, and no single part can accomplish anything without the co-operation of the whole. The whole must accomplish its purpose before any one part can realize or derive any benefit therefrom; and in the proportion in which our purpose is accomplished, each will realize his proportionate share of the benefit. Therefore, it is up to us, as molecules of one body, to co-operate, work and strive to attain the purpose for which we were organized.

Big Increase in Tennessee Strawberries

The thousands who sat down to their morning meals this spring and began the day with the taste of the delicious strawberry on their palates little realized the extent of work and trouble needed to bring this wholesome berry to their breakfast tables or the immense amount of tariff these little berries had brought to the transportation systems of our country, thus permitting them to restore men to work who otherwise might have gone hungry.

On the Tennessee division alone, approximately ten thousand acres of these berries were cultivated, and 25 per cent were left to rot on the vines on account of excessive rains which ripened the berries too fast to permit the own-

ers to pick them. The pickers also were handicapped by the wet condition of the ground.

Regardless of this loss, approximately 546,000 crates of berries were shipped to the market from the Tennessee division, an increase of almost 200 per cent over last year's crop.

An acre of ground is estimated to bear seventy-five crates of berries. With the expected increase in acreage on this division next year, it is estimated that 800,000 crates of berries will be shipped next year, if the weather conditions are favorable.

The following figures are actual comparisons in cars shipped from the Tennessee division in 1921 and 1922:

Station	1922			1921			Total Increase
	Express	Freight	Total	Express	Freight	Total	
Fulton	4	1	5	0	0	0	5
Martin	9	5	14	0	0	0	14
Sharon	23	65	88	14	10	24	64
Greenfield	20	22	42	8	0	8	34
Bradford	16	18	34	8	0	8	26
Idlewild	2	2	4	0	0	0	4
Milan	27	41	68	17	8	25	43
Cades	0	1	1	0	0	0	1
Medina	12	44	56	18	4	22	34
Jackson	73	37	110	62	13	75	35
Obion	0	0	0	1	0	1	Dec. 1
Trimble	0	2	2	0	0	0	2
Newbern	15	15	30	11	0	11	19
Dyersburg	12	35	47	13	2	15	32
B. & N. W.	41	48	89	0	0	0	89
Halls	52	64	116	35	1	36	80
Gates	44	49	93	48	1	49	44
Curve	48	50	98	36	0	36	62
Ripley	94	142	236	83	4	87	149
Henning	37	24	61	26	0	26	35
Covington	22	14	36	9	0	9	27
Atoka	4	4	8	0	0	0	8
Kerrville	6	6	12	0	0	0	12
Millington	7	5	12	0	0	0	12
Totals	568	694	1,262	389	43	432	830

Proves a Factor in Our Public Relations

G. T. Roach, Chief Clerk to Colonel A. H. Egan, Originates Plans to Make System Better Known

THE railroads must make themselves better known to the public, and to this end they must cultivate the friendship of the newspapers. Such is the belief of G. T. Roach, chief clerk to Colonel A. H. Egan, general superintendent of the Yazoo & Mississippi Valley.

"It doesn't pay to cover up news and to try to keep it away from the newspaper men," he says. "Nine times out of ten they will get it, anyway, and then your standing with them and the public they represent will go down to zero. If there is a wreck or an accident, the best plan is to talk frankly with the newspaper representatives about it, and you can rely upon them to guard any secrets you may give them.

"And then, on the other hand, when you want to spread constructive information about the railroads, you can rely upon your friends among the newspaper men to see that the news is spread. The Yazoo & Mississippi Valley, in common with other grand divisions of the Illinois Central System, has been complimented for its efforts to keep the public informed regarding its doings.

"Whenever there is news, we try to see that the newspapers get it. Every so often we send out the reports regarding maintenance of passenger schedules, and the newspapers print them, with the result that the record of the Illinois Central System for on-time passenger trains is a by-word among our patrons. If anything is to be built, if a schedule is to be changed, if there are unusual shipments or if an interview on the crop situation is timely, we see that the information is placed where it will do the most good. Occasionally railway publications provide good tips for stories. And when newspaper men call upon us for co-operation, as they have learned to do, you can be sure that we give them the best we have."

A Believer in Good Public Relations

All of which goes to show that Mr. Roach, in compliance with the wishes of Colonel Egan, is making the Yazoo & Mississippi Valley headquarters a leader in the public relations work to which the Illinois Central System is committed. It comes natural to Mr. Roach to

make a success of this work. While of a somewhat retiring nature personally, he is a thorough gentleman—as any of his friends will tell you—and he believes in courtesy and in thorough, conscientious service to the company which employs him; and it would be ungentlemanly, discourteous and subversive of the best interests of the Illinois Central System to deny newspaper men that upon which they make their living—news.

Besides following the more stereotyped forms of spreading information regarding our system, Mr. Roach has evolved some new and effective ones of his own. The cards which were reproduced on pages 126, 128, 129 and 130 of the June issue of the *Illinois Central Magazine* were originated by Mr. Roach. These business solicitation cards for employes in Mississippi, and for Memphis, Tenn., Vicksburg, Miss., and Baton Rouge, La., in particular, it will be recalled, detailed information regarding the contribution the Illinois Central System was mak-



Courthouse at Clinton, Ill.

ing to the welfare of these communities, listing the number of employes, the number of employes who were heads of families, the number of persons receiving their livelihood from the Illinois Central System, the amounts of monthly and yearly wages and the amounts of materials and supplies purchased and taxes paid. The information on these cards was compiled under Mr. Roach's direction. After the project had been approved by the management, the cards were distributed to employes in the localities involved. As there was a place on each card for the signature of the employe presenting it, the general information was thus linked up with the individual.

Cards Have Done Much Good

These cards have done much to cause citizens of Mississippi, of Memphis and of Baton Rouge to appreciate what the Illinois Central System means to them. Many compliments have been passed upon the idea, and it is certain that the cards have improved the relations between the Illinois Central System and the public it serves.

Mr. Roach's individual efforts are constantly directed toward improving the friendship of our patrons for our line, as any of his friends will tell you. It is said of him that he makes a practice of hunting out complaints that have been made, straightening up the matters and then taking steps to see that the causes for dissatisfaction are removed.

Mr. Roach's personal readiness to do whatever he can for the good of the company is illustrated by one event of his life about which he is particularly reticent—and that is because it would make him appear a hero. March 11, 1909, when he was chief clerk to Colonel Egan, at that time superintendent of the Kentucky division, fire broke out in the offices at Louisville. Mr. Roach remained so long in the office, putting away valuable records in the safe, that the fire cut off his escape by the usual avenues, and he fell and was seriously injured while getting out. He was out of service for three months, and it is said that he still carries the scars caused by his devotion to duty.

Entered Railway Work in 1892

Mr. Roach is a native of Champaign, Ill. He has been in railway work thirty years. His first employment was in the locomotive and car shop of the Illinois Central at Champaign in 1892. A year later he became clerk at that point, and in 1894 he went into the freight

office as a general clerk. In 1895 he went into the employ of the Big Four Railroad at Urbana, Ill., as a general clerk to the master mechanic, after which he was promoted to assistant storekeeper.

But Mr. Roach was destined to work for the Illinois Central, and he returned to our employ in 1898 as chief clerk to the trainmaster of the Illinois division at Champaign. Illinois division headquarters at that time were in Chicago, and Colonel Egan was superintendent. In 1902 Mr. Roach was made assistant chief clerk to the superintendent. A year later he was chief clerk to the roadmaster of the same division. Colonel Egan called Mr. Roach to the Kentucky division in 1904 to be his chief clerk.

In April, 1913, Mr. Roach went to Memphis as chief clerk to the general superintendent, at the time Colonel Egan was promoted to that position.

For several months in 1916 Mr. Roach served as trainmaster on the Memphis division. In October, 1919, he was named as vice-chairman and secretary of the Memphis district operating committee. Then for several months in 1920 he served as a transportation inspector, after which (in September, 1920) he resumed his duties as chief clerk.



Tower, University of Illinois, Urbana

Score Card Used at South Water Street

Tabulation of Errors Shows Almost 100 Per Cent Efficiency at Our Great Chicago Freight Station

R. O. WELLS, our agent at South Water Street, Chicago, was asked how he handled such a large volume of freight with so few mistakes. Here is his reply:

"We load through this plant daily forty-five thousand packages of merchandise of all descriptions imaginable, packages weighing from five pounds to five thousand pounds, aggregating from sixteen hundred to eighteen hundred tons. This freight comes to us by horse-drawn vehicles, motor trucks, transfer cars, boats, and from underneath the ground by electric tunnel cars, and we expect any day to see it coming to us by airplane. No combination local and transfer house in the world handles the large volume of less-than-carload traffic that moves through this plant.

"In March we loaded 1,215,000 packages into

6,945 cars, and only 204 of them were misloaded. From these figures you will understand how close to the 100 per cent mark we came—to be exact, 99.999 per cent correctly loaded. The few packages which are incorrectly loaded are of course forwarded to destinations as shown by the marks on them.

"As to how it is done, put it down this way: First, system; second, supervision; both of which mean, among other things, that every employe must 'stand up and be measured' every day.

"First in the organization are the general foreman and his assistant. They are measured by the general results obtained. Next come his assistant foremen, who are measured by the number of packages misloaded (as developed by the over reports received) in the cars loaded under their jurisdiction, likewise

Interior Views,
South Water St. Station
Showing Methods of
Handling Freight



Inbound



the number of bad order reports issued against their cars. The stowmen working under these assistant foremen are measured in a like manner.

"Next come the receiving and check clerks, all measured by the number of errors for which they are responsible.

Results Posted Regularly

"All reports indicating errors are checked up, and the employes responsible are notified of the particulars daily. Twice each month a list of the employes in each class, showing the number of mistakes chargeable to each as compared with the two previous weeks' operation, is placed on the bulletin board; thus each employe knows just how he has been measured. Employes whose efficiency falls below the average are required to state their reasons, and all reasonable assistance and encouragement are given them to help make a better showing."

Many employes of our great system may not be aware that the South Water Street station outbound house of the Illinois Central—under the supervision of Agent R. O. Wells at the foot of South Water Street, in the heart of the business district of Chicago—is probably the largest combination originating and transfer outbound LCL freight house in the United States. The Illinois Central in this house handles its own business and that of the Big Four and the Chicago, Lake Shore & South Bend railroads.

This freight house, which is more than 1,800 feet long, is served by seven loading tracks, which extend the entire length of the house with a capacity of three hundred cars at one setting, and by four transfer car tracks with a capacity of seventy-six cars.

Freight Received in Many Ways

The tonnage on this platform is handled by electric motors and 4-wheel trucks, there being nine motors and approximately seven hundred 4-wheel trucks used in the operation.

LCL freight is received for outbound movement at South Water Street as follows:

1. By wagons and auto trucks.
2. By underground tunnel cars of the Chicago Warehouse & Terminal Company.



One Way the Freight Arrives

3. By trap cars originating in the Chicago Switching District.

4. By cars from connecting lines, including the Chicago Junction Railway, B. & O. C. T., etc.

5. By line cars originating at stations on the Illinois Central and Big Four.

6. By boat via the Merchants' Lighterage Company.

About 150 tunnel cars and 650 wagons and motor trucks are handled at this house daily.

On the Alert to Improve Service

All through destination merchandise cars are forwarded in manifest trains, and their movement is closely followed to prevent delay en route. The unloading of these cars at destination is also checked daily to insure prompt handling. In addition, the tonnage of each car is policed daily; when tonnage offered for any one destination or territory is sufficient to justify a regular schedule, new classifications are immediately established to accommodate such tonnage and expedite the movement.

During the winter months seventy-nine regularly scheduled heated cars are operated each week to points in the freezing zone in order to afford protection to perishable freight and other freight liable to damage from low temperature. During the spring and summer months 120 iced refrigerator cars are operated each week on regular schedules, affording protection to perishable freight.

During 1921 the out-freight house handled 464,897 tons of freight, an average of 38,741 tons a month or 1,490 tons a day. This tonnage was forwarded in 76,513 cars, which is an average of 6,376 cars a month or 245 cars



Loading. View at left is through several cars.

a day. The loading of each car averaged six tons.

More Than 50,000 Packages a Day

Perhaps a better understanding of the vast volume of freight handled at this house can be gained from the fact that, at the maximum, 52,000 packages are loaded daily, or a total of 1,352,000 packages a month.

The efficiency in the handling of these 1,352,-

000 packages is remarkable, as, on an average, only 124 packages a month were erroneously loaded. This efficiency is further reflected in the decrease of 20,384, or 58.4 per cent, in total exceptions charged to this loading in 1921 as compared with 1920. During 1921 an average of 32 tons was handled for each exception report received, compared with 13.2 tons in 1920, an increase of 18.8, or 142.4 per cent.

Special attention is given the loading and



Line-Up of Cars at South Water Street



Special Loading Equipment at South Water Street

stowing of this large tonnage in order that shipments may reach their destination in good order, thereby eliminating freight claims and annoyance to consignees.

Bulkheading Prevents Exceptions

To insure the safe carriage of freight loaded in through destination cars, such cars are bulkheaded before going forward.

During January, 1922, 604 cars were bulkheaded. The total number of bad order reports received against these cars was only 44; this is an average of 13.7 cars for each exception. Of the 604 cars bulkheaded, 77 were destined to New Orleans; against these only 12 bad order reports were received.

The close attention given the loading and stowing of LCL freight at Chicago resulted in a large decrease in the number of bad order exception reports charged against the outbound

loading during 1921 as compared with 1920. The total bad order reports received in 1921 were 6,416, compared with 12,273 in 1920, a decrease of 5,857 or 47.7 per cent; during the same period the tonnage decreased only 22 per cent, which shows an increased efficiency of 25.7 per cent.

The team tracks at South Water Street accommodate a large volume of carload traffic, an average of 7,177 cars a month, or 281 a day, being handled on team and industry tracks in South Water Street territory.

Chicago station is the largest revenue producing station on the Illinois Central. During 1921, the total freight revenue was \$31,514,625, as compared with \$29,779,753 in 1920, an increase of \$1,734,872, or 5.8 per cent. October, 1921, was the largest single month in the history of the station, with a revenue of \$3,432,133.



Scene on Yellow Creek in Krape's Park, Freeport, Ill.



Train No. 706, Engineer George W. Simpson, at White Heath, Ill., July 1.

Judge Lovett Refutes Charge About Clique

Illinois Central Director Denies That "Inner Group" of Financiers Dominates Railroads of U. S.

CHARGES that an "inner group of New York bankers and financiers" dominates the railroads, dictates their purchases of fuel, equipment and supplies, and controls their labor policies were emphatically denied by Judge Robert S. Lovett in a statement before the Committee on Interstate Commerce of the Senate June 1. The charges had been made by W. Jett Lauck, a statistician employed by the labor unions, who had presented to the Senate committee a lengthy statement, supplemented with charts and diagrams, concerning the interlocking directorates of the railroads, banking concerns, and steel, coal and railway equipment firms.

Judge Lovett, who is chairman of the finance committee of the Illinois Central System, declared that Mr. Lauck's statement, "so far as it relates to matters within my knowledge, is the most misleading and deceitful narrative I ever have read." Among the twenty-five directors through whom Mr. Lauck had charged that the control of 82 per cent of the country's railroads is exercised by a group of New York bankers and financiers, Judge Lovett's name was placed first. Judge Lovett said:

Holdes Lauck Statement Untrue

"So far as it relates to me, and, so far as I know and believe, to others, Mr. Lauck's statement with reference to this control by such group, or any group, of New York bankers and financiers and his carefully and ingeniously worked out diagrams and charts and all they are intended to convey are, from beginning to end, an invention and fabrication without any foundation in fact."

For more than eighteen years Judge Lovett has been a director of the railroads comprising the Union Pacific System. He said:

"During all this period I have known the directors and know who has controlled and directed the policy, business and affairs of these railway companies. Not one of the fifteen banking and financial institutions mentioned by Mr. Lauck has ever exerted or sought to exert the slightest influence upon them with respect to their purchases of equipment or supplies or in the wages they pay or the policy they pursue or in any other respect whatsoever. In-

deed, the first named in the group and the leading object of attack has never manifested the slightest interest in our affairs. Eleven of the fifteen named do not, according to our record of stockholders and to the best of my knowledge and belief, own a single share of the stock of any of these railway companies, and the remaining four own altogether \$1,618,200 par value of the preferred and \$61,900 of the common stock out of a total aggregate outstanding of \$321,836,600, though I believe and hope that the life insurance companies and the others acting as trustees own large amounts of our bonds. The stock of the Union Pacific is widely scattered and is held by more than 50,000 different owners. No one person, firm, corporation or institution owns as much as 2 per cent of our capital stock."

His Interest in the Illinois Central

In addition to being a common carrier, the Union Pacific Railroad Company, by its charter, is a holding and investing company in railway securities. Through one of its subsidiaries, it came into possession of \$80,000,000 of the stock of the Northern Securities Company, and, following the Supreme Court decision dissolving the relations of the Southern Pacific and the Union Pacific, the latter had about \$125,000,000 par value of the capital stock of the Southern Pacific which it was required to dispose of. The reinvestment of the proceeds from the sales of these stocks and bonds of other railway companies has been the cause, Judge Lovett stated, of his becoming and remaining a director in such other companies. With reference to his relation to the Illinois Central System, he said:

"Through the reinvestments by Mr. Harri-man above mentioned the Union Pacific directly and through subsidiaries owns \$31,700,000 par value out of a total of \$109,295,966.67 outstanding of the capital stock of the Illinois Central Railroad Company—that is, about 30 per cent—and also owns upward of \$5,000,000 of its bonds and equipment trust notes. For that reason and to represent that interest I am and have been for many years (except for about a year during the war) a director and member of the executive committee of the Illi-

nois Central Railroad Company and of the Yazoo & Mississippi Valley Railroad Company and the Central of Georgia Railway Company and Ocean Steamship Company of Savannah, subsidiaries of the Illinois Central."

Judge Lovett was a director of the National City Bank of New York from November, 1912, until February, 1921. On the latter date, he said, he resigned because of an opinion of some lawyers, which he did not at all share, that the borrowing of money by a railway company from a bank with bonds as collateral was "dealing in securities" within the meaning of Section 10 of the Clayton Law. He continued:

Not a Director of a Bank

"I am not now and have not been for a number of years a director of any other bank or banking institution. I am not a director of and have never had a dollar's interest in any of the equipment or manufacturing companies or any of the coal companies mentioned by Mr. Lauck or shown on the exhibits he introduced. I have never been a director or officer of any such company except the Union Pacific Coal Company and its subsidiaries, every dollar of the stock of which is owned by the Union Pacific Railroad Company and which mines coal from lands granted by the government in aid of the original construction of the Union Pacific Railroad and which does not sell and has not for many years sold coal to the public, since the Union Pacific System requires the entire production for its own use as fuel. But upon Section 10 of the Clayton Law becoming effective, I retired from the board of the coal company, although it is owned exclusively by the railway company of which I am chief executive."

After outlining his connection with the railway companies named, Judge Lovett continued:

"Such are my relations to the railroads and the financial institutions referred to by Mr. Lauck with the reasons for such relationship. I state now and as broadly and as emphatically as I can that, during all the years I have been a director and officer of the railway companies named, the management and policies of each system have been in its own interest alone, as distinct from the other systems, and have been as separate in all respects as if there had been no common directors; that there has been no combination or common control or

direction of them; that none of the banks or financial institutions mentioned by Mr. Lauck or shown on his exhibits and no other bank, banker or financial institution or groups of such have controlled or sought to control them or had anything to do with the policies or management or with the business or affairs of any of said railway companies so far as I know or believe, except in lending them money or buying their securities.

Bankers as Railway Directors

"Where bankers were on the boards they were there as individuals, the same as other directors and with no more influence except perhaps as to when and how best to raise new capital, as to which they were, of course, experts, and their expressed opinions were heard with interest but not always accepted. Not one of said banking houses or financial institutions and no other banking house or banking institution nor any banker member of any board of directors on which I served ever exercised or sought to exercise the slightest influence with or upon any of said railway boards with respect to wages of the employees or the purchase of equipment or supplies of the railway company.

"I am unable to find in the report of Mr. Lauck's testimony before this committee or in the charts and diagrams he introduced any facts or evidence to support his unqualified and sweeping charges that a 'New York bank combine' through a 'spread of control of twenty-five railway directors links together ninety-nine Class I railroads operating 211,280 miles, or 82 per cent, of the country's steam transportation systems' and dictates the policy of the management of such railroads with respect to labor and the purchase of equipment, coal, and so forth. I am, however, not surprised at such lack of evidence, for I know the charge is absolutely untrue and consequently there is no real evidence to support it. Apparently Mr. Lauck bases his charge wholly upon the fact that some individuals who are among the directors of one company are also directors of others.

"The witness fails utterly to distinguish between association and combination. Nobody supposes for a moment that because men belong to the same church or the same club or play golf together or reside in the same community or commute on the same train or otherwise associate together they are in a common conspiracy against somebody and that

all their separate interests are brought into the combination. No one supposes when a merchant becomes a director of the local bank that the store and the bank are combined or that his farm, if he has one, is brought into the combination. If two rival and competing merchants or bankers happen to have an interest in some other enterprise—a street car line or a light and power plant, for example—and are elected directors of it to represent their interest, no one supposes that their separately owned stores or banks are thereupon combined or cease to compete.

Co-operation Is Not Conspiracy

"Not merely those engaged in different enterprises, but millions of men engaged in identical and often competing lines of business, are meeting every day not only socially and in the ordinary intercourse of life but even for consultation or co-operation and action with respect to another enterprise or something in which they are each interested without any suspicion anywhere that they are bringing in their other separate businesses and interests or dealing with any except the joint business or matter in hand for the time being. The wheels of progress in great enterprises would revolve slower still if men of recognized ability and commanding the confidence of others, already identified with one great enterprise, could not join others similarly situated in directing other wholly independent enterprises without commingling and combining the whole. Yet it is upon such basis as this alone that Mr. Lauck's charge seems to rest.

"As a director of one of these companies I deal with the business of that company from the standpoint of my duty to it—as a trustee for its security holders, its employees and the public at large. In that way I can best promote the interest of the Union Pacific as a stockholder in such company. While I speak of myself, I do so only for convenience in expression because, of course, every other right-minded director is governed by the same motives.

"No banker on any board of directors or committee or in other circumstances or at any time or place has ever given me any advice or sought in any way to influence me as to the 'deflation of wages' of railway labor or as to what wages should be paid to, or what working rules and regulations should be established for, or what if any contracts should be made with, railway labor, or had anything whatever to do with the policy of railway

management with respect to railway labor. All the bankers with whom I have had anything to do or with whom I have come in contact on or off railway boards or in railway management have shown a friendly attitude toward labor, and union labor at that, so far as I ever heard any expression from them on the subject.

Why Bankers Buy Stocks and Bonds

"The fact is that the bankers are no more concerned about railway labor than are other wide-awake citizens and manifest no more interest in the subject. The larger private banking firms in New York at which much of the denunciation has been leveled and other investment bankers own little if any railway stocks. I might add that the schedule of the estate of the late Jacob H. Schiff, one of the largest bankers in New York, which was published widely in the New York papers, showed that he did not own any stock of the railroads.

"These bankers do not buy stocks to keep, but to sell, just as the merchant buys goods not to keep, but to sell. If even the largest of such firms in this country were to keep the railway stocks and bonds they buy, they would have to close up shop in a month, for their capital would all be invested. They sell as quickly as possible after they buy in order to buy again, for their profit is in the turnover, and while waiting for new business their money is either in the bank or on call loans or invested in municipal or other government tax exempt bonds or other short term bonds not likely to fluctuate, so that all or any part can readily be converted into cash when needed to turn over another issue of stock or bonds. What interest have they, therefore, in the railway wage question more than any other citizen? It is the stockholder and, on weak roads, sometimes the bondholder who are interested in wages and working rules and conditions, because, as they have been going in recent years, these expenses may mean the loss of their property.

Boards Do Not Deal With Labor

"Neither do the directors or any of the boards or committees of the boards on which I have served attempt to interfere with the presidents or other executive or administrative officers of the railroads in dealing with wages or working rules and regulations or in the policies to be pursued by them with respect to the employees. Although I have served for a number of years on many boards of directors and executive committees and finance

committees of a number of railway companies, I have never been present or known of an instance when a board of directors or committee of a board of a railway company by resolution or otherwise has given any directions or instructions to the president, or interfered with him or has taken any action whatever with respect to wages to be paid, hours to be worked, rules and regulations to govern, contracts to be made or the policy to be pursued with respect to employees engaged in the maintenance and operation of the railroad. They have realized, apparently, at least during the period covered by my experience, that all these matters were pretty well standardized over the whole country or in the various districts and territories and settled by agreements which could be changed from time to time only by negotiation between the operating officers and committees of the various organizations representing the employees or by strike. This situation grew until it became nation-wide at the time of federal control, and when the railroads were released from federal control it had merged into law and practically could be changed only by the Railroad Labor Board.

"It seems little short of silly, therefore, to charge that the bankers are not only dictating a labor policy to the boards of directors but are dictating it to the presidents and operating officers themselves. I have never yet known a railway president or other executive who has grown up on the line in superintending and working with the mass of employees confess any need or show any desire for the advice or instructions of a board of directors, generally without such experience, as to the rates of wages he should pay or the rules and regulations he should establish or how he should deal with such employees and, as said before, I have never been on a board foolish enough to offer such advice or give such instructions.

No Graft in Railway Purchases

"With reference to Mr. Lauck's charge that this alleged 'inner group of New York bankers and financiers' has combined, through control of directorships, the coal industry, the railway equipment industry and other industries so that the railroads pay without protest exorbitant prices for such materials, I will state that, so far as it refers to any company of which I am a director and, as I believe, to any others, it is absolutely untrue. We have

paid exorbitant prices in recent years, as has every individual who has bought anything, but only because we could not avoid it. Some of our directors, I think not more than three, prior to the effective date of the Clayton Law were directors of manufacturing concerns among the many from which we sometimes buy materials, and I know, because of the questionnaire sent out by us when that law became effective, that two are still directors and are interested in such concerns, but in one such case we buy upon public bidding under the act, and as to the other, we discontinued buying because I was anxious for the director to remain on our board and the articles were of a character that we could buy from many others and thought we could do so by private negotiation on better terms than by public bids.

"No director of the Union Pacific or any of its subsidiaries, since my connection with it, has ever influenced or sought to influence, as director or otherwise, the purchase of any of our equipment or rails or materials and supplies of any kind. I believe the same is true of every other railway company with which I am connected, but I speak thus definitely about the Union Pacific because I am, under the by-laws, the only medium of communication between the directors and the subordinate officers, and directors would quite naturally communicate, anyway, with me as chairman if they had any such request.

President Manages the Railroad

"As a matter of fact, railway directors as a rule do not know when or from whom or how railway purchases are made except in some cases such as the purchase of engines and cars. I never knew to be presented or discussed in any board of directors of which I am a member or any executive or other committee of such board the names of those from whom any purchases were to be made or any directions given or suggestions made by any such board or committee as to the selection of suppliers. If there is any exception to be made to this statement, it is with respect to equipment. It is customary in the companies with which I am connected for the purchasing department, under direction of the president, to invite tenders from the various equipment manufacturers, and when they are received the president sometimes sends on, for the information of the board, a list of the bids, but this is very rare. Usually the board or executive

committee authorizes the president to purchase certain equipment which he recommends, and that is the end of it so far as the board or committee is concerned, except to provide for financing the purchase. All other purchases are made by the purchasing department under the supervision and direction of the president or chief operating officer under the general authority of such executive to maintain and operate the property, and the directors have no knowledge whatever as to when or from whom such purchases are made, unless there should be occasion for some special inquiry.

"No board of directors nor banking firm or group of financiers in New York can manage a large railway system. Only disaster would follow such an effort. No board of directors on which I have served has tried. In no business is organization more important or necessary. The board of directors selects a president or other chief executive officer and puts him in charge, and all others on the line are subordinate to him, and they are selected or are removable by him, though ratification or veto power is held by the board, but rarely,

if ever, exercised. Of course, by law, supreme power is vested in the board, but the executive power the board may and must delegate to individual executives, for there must be decision and action promptly and sometimes instantly. The only function the board ever exercises, within my experience, with respect to compensation or wages, is to require its approval of salaries in excess, usually, of \$400 or \$500 per month, and exceptions are made even as to this in the case of train service employes, some of whom on our line make more than \$500 per month.

"Directors, in my experience, confine themselves largely to determine whether or not new enterprises, construction of extensions, additions and betterments and other projects calling for more capital shall be undertaken and the ways and means of raising such capital; passing upon contracts to see that through inadvantage or otherwise the company is not unwisely committed or bound for long periods and large amounts, and to other matters which legally require board action."

His 48-Year Record Was One of Safety

James J. O'Rourke, retired December 31, was forty-eight years in locomotive service on the Illinois Central System, and in all that time he never killed or injured an employe of the company, he was never injured himself and the trains he operated never met with any serious accident.

Mr. O'Rourke was first employed by this company as a machinist helper at Jackson, Tenn., in August, 1873. The railroad was then called the Chicago, St. Louis & New Orleans Railroad Company. John S. McKay and Ed Anderson were then master mechanics at that point. In April, 1876, Mr. O'Rourke was transferred from Jackson to Water Valley, Miss., as a machinist apprentice, and he continued in service there until 1879, when he took up locomotive firing between Jackson, Tenn., and Canton, Miss. He was promoted to locomotive engineer in the fall of 1879 and continued service as locomotive engineer until he was promoted to be general foreman at the Water Valley shops in 1883. J. F. White was master mechanic at that time.

Mr. O'Rourke remained as general foreman until he was appointed master mechanic at the Water Valley shops. In November, 1890, he was transferred to the Memphis shops as mas-



ter mechanic. He remained in that position until May, 1898, when he gave up this position and returned to locomotive service as engineer on the Grenada district of the Mississippi division, running between Memphis, Tenn., and Canton, Miss. He remained in that branch of the service until he retired on pension, December 31, 1921.

The O'Rourkes live at 524 LaCleda Avenue, Memphis. Mr. O'Rourke owns his own home and is the father of five children, James Edward, Walter Thomas, Mary, Emma and Minnie. Both of Mr. O'Rourke's sons James and Walter,

served their apprenticeships as machinists with the Illinois Central at Memphis. At present James is general foreman of the Santa Fe Railroad at Beaumont, Texas, and Walter is a locomotive engineer out of Memphis on the Y. & M. V.

Mr. O'Rourke moved from Missouri to Tennessee with his parents in 1868 and has lived in Memphis since 1890. His father was born at Baton Rouge, La., and his mother was from Galway, Ireland. His father was a veteran of the Mexican War.

Mr. O'Rourke has seen the great progress that has been made since the Civil War in locomotive development. While he was general foreman at Water Valley and master mechanic at Memphis he employed practically all of the locomotive engineers at present in passenger service out of Memphis and Water Valley on the Illinois Central System. Locomotives in the early days weighed about twenty-five tons compared with the 200-ton locomotives of today.

During the yellow fever epidemic, Mr. O'Rourke had many trials and tribulations, as

many of his engineers and firemen were stricken. Although it was a difficult task, yet he managed to keep all locomotives in service during this epidemic.

While an apprentice at Water Valley Mr. O'Rourke helped erect and build the first locomotive that was ever built in Mississippi. This was engine No. 71, named "John E. Becton" after the master mechanic at Water Valley at that time. Afterward this engine ran between Jackson, Tenn., and Canton, Miss. At that time engines were always named for some prominent person connected with the road.

Mr. O'Rourke tells many stories of the troubles of the railroads in the early days. He says that at one time the railway company was six months behind in paying the wages of the employees and that it frequently paid in script. This script was accepted by all the business houses, but was discounted.

When he retired from the service on a pension, he received many complimentary letters from the general officers of the company expressing their appreciation of his forty-eight years spent in the service.

Frank A. Montgomery, Local Attorney, Dies

Frank A. Montgomery, for twenty-five years a local attorney of the Yazoo & Mississippi Valley Railroad Company for Tunica County, Mississippi, and for many years also attorney for the Illinois Central Railroad Company and the Yazoo & Mississippi Valley Railroad Company for DeSoto County, Mississippi, died at his home in Tunica, Miss., June 12.

Mr. Montgomery was a lawyer of high standing and character and was known as such throughout Mississippi. He enjoyed a large and lucrative practice. He represented the Illinois Central System in many important cases and was remarkably successful. He gave most careful and painstaking attention to litigation intrusted to him. As he believed thoroughly that litigation was won or lost in its preparation, he always went into court thoroughly fortified on every point which might arise.

He showed the greatest industry and zeal in behalf of his clients, and his opinion on questions of law, in Tunica County particularly, was so much respected that persons having claims against the railway company would frequently come to him and lay their claims before him without bringing suit. His fairness and impartiality were so well known that his opin-

ions were generally accepted, with the result that after he took charge in Tunica County it was rare that any meritorious claim ever went into litigation.

In addition to serving the two railway companies in Tunica and DeSoto counties, he was frequently called upon to try cases in adjoining counties and at Helena, Ark. He possessed the confidence and esteem of all of the officers of the two companies. His death is a distinct loss to the two railway companies and his other clients. The people of Tunica County consulted him on every matter of importance which arose, and he molded in Tunica County a just and enlightened public sentiment.

His son, Roger Montgomery, was educated as a lawyer and had been admitted to partnership with his father. Roger Montgomery, at the outbreak of the war, enlisted in the aviation service, but was killed in an airplane accident at Ellington Field, Texas, in June, 1918.

Mr. Montgomery is survived by his widow and two daughters, Mrs. Ione Adams and Miss Frank Montgomery. Mr. Montgomery was born at Rosedale, Miss., September 23, 1858. His father was a well-known lawyer and judge before him.

HOUSE PLANS FOR OUR READERS

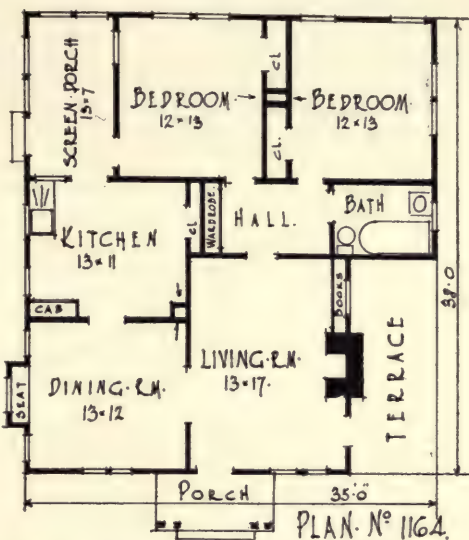
Southern Pine

An encouraging response has been received to the offer made last month by the Southern Pine Association, through the *Illinois Central Magazine*, to distribute free of charge to those interested a booklet of fifty photographs and floor plans of medium priced homes. This booklet is a dandy, and those who, have been so fortunate as to receive a copy after application to the magazine have found the suggestions contained therein of great value in selecting the kind of homes they hope to build.

Another home plan is shown herewith. Additional plans will be shown from month to month. These printed in the magazine are merely samples of the fifty shown in the booklet.

Most of those who inquired for the booklet last month have their lots bought and are now trying to decide upon the best type of house to build. As explained last month, if any of these fifty plans is decided upon, a full set of blue prints can be obtained from the Southern Pine Association, New Orleans, for a few dollars. The American Wholesale Lumber Association will arrange for the co-operation of

the local lumber dealer. Where a group of employees is interested in building homes, the same association will arrange the details for forming a building and loan association to finance the projects.



He Is the Champion Hunter of Birds' Eggs

R. Magoon Barnes, Illinois Central Local Attorney at Lacon, Ill., Enjoys National Reputation as Oologist

BIRDS' eggs are of such infinite variety in size, shape, color and markings and of such proverbial beauty that the temptation to have and to hold them is overpowering. Almost every boy has made a collection of them.

It is true that these collections are usually shortlived, as a few seasons ordinarily suffice to use up the enthusiasm, but there are many men bent and gray who today look back to their egg-collecting days as among the most pleasant of their lives. Many were the rare specimens obtained. The pewee's and the robin's eggs vied with those of the "knot bird" and the "henhawk" for first place. Pins were used to punch holes in each end of the eggs, so that the contents could be blown out; then the eggs were placed on a string. The end of the collection was often brought about by the mice.

But boys are not the only ones who collect birds' eggs. There are men who find it intensely interesting. These men are oologists, and they go about collecting birds' eggs in a definite and scientific manner.

R. Magoon Barnes, local attorney for the Illinois Central at Lacon, Ill., since 1887, is an oologist of national reputation. He has one of the most nearly complete and largest private collections of North American birds' eggs in the world.

Local Attorney an Expert Oologist

Mr. Barnes has been a student of nature for more than forty-seven years. During that time he has traveled extensively throughout North America collecting skins of animals and birds, nests and birds' eggs. He now has hundreds of mounted skins, nests and eggs in his museum at Lacon. The building is 50 by 32 feet, two stories high, and has an 8-foot basement. It is thoroughly modern in construction and equipment. Its location is at the rear of his home.

The collection was formerly kept in the Barnes home, but in 1920 Mrs. Barnes issued a proclamation that the trophies must go. The museum was built that year.

Mr. Barnes' prominence as an oologist has won for him the appointment as assistant curator in charge of the department of oology



Front view of R. Magoon Barnes' museum of oology at Lacon, Ill.

of the Field Museum at Chicago. This department covers the entire collection of eggs from all parts of the world. He is an authority on birds' eggs and is often called upon to solve puzzling problems for his brother oologists. He publishes a monthly magazine, *The Oologist*, which has a wide circulation. It is the only publication in the western hemisphere devoted to oology and the interests of oologists.

His Collections to Field Museum

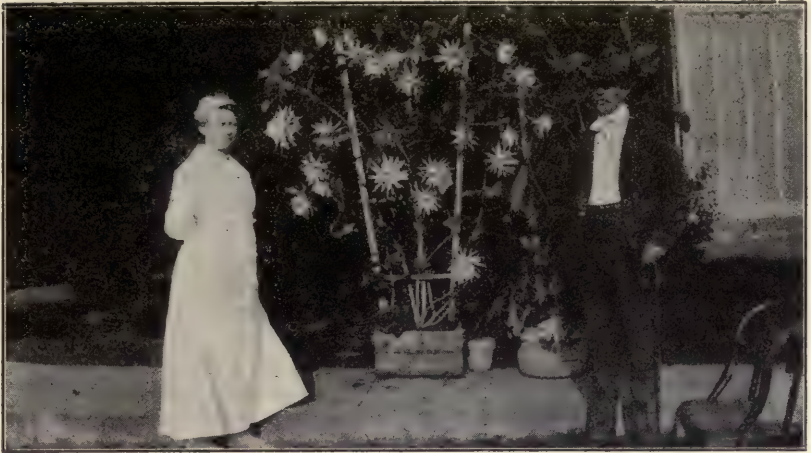
Mr. Barnes has arranged to place each completed series of eggs of his collection in the Field Museum. He has many complete sets now that cannot be duplicated, and he intends to move them to the Chicago museum soon. After his death, he wishes the eggs to pass into the permanent possession of the Field Museum, he says.

The idea of making a collection of birds' eggs came to Mr. Barnes as a suggestion, he says, away back in 1875, when he was a small boy. He was sitting under a shady tree on the lawn at his home in Lacon with his father and a cousin when a robin flitted past and went into a small tree near by. The cousin was interested in birds and went over to the tree where the robin had gone. When he returned, he told his companions of the little nest, eggs and the protesting mother bird. Young Barnes was thrilled by this conversation. He had seen hundreds of birds about his home every day, but had paid little attention to them. Perhaps he might cast a stone at one that looked to be a good mark. But Magoon admired this cousin. The cousin was a college student, and

what he found to be of interest Magoon accepted also. The cousin told the two of oologists' collections he had seen and of his own collection, and then asked young Barnes if he had ever collected birds' eggs.

That was enough. The suggestion took root, and that very night Magoon planned an egg-hunting expedition. Early the next morning he assembled his gang and started out. Since that day his interest in collecting birds' eggs has grown with increasing intensity.

To prove that he is conscientious and has a definite purpose in view, the collector of birds' eggs must procure a state and national license, Mr. Barnes says. And when eggs are to be hunted in another country, the license of that country also must be obtained.



Mr. and Mrs. Barnes by a Queen Cactus with twenty-four blooms at their home in Lacon, Ill.

Let us go on an imaginary egg-hunting expedition with Mr. Barnes and learn how he goes about it.

How an Egg Hunt Is Conducted

With a collector's box full of cotton slung over our shoulder and our notebook in our pocket we start out, full of anticipation.

We know that woodpeckers nest in holes and meadow-larks on the ground, while robins nest in trees and indigo buntings in bushes.

Suppose we find a robin's nest in an apple



The arrangement of a series of birds' eggs in a large collection. Each row is a different variety.

tree. Here is what we do, or should do. First, we make absolutely sure it is a robin, because later we may find some nests where we do not know the birds. Then we climb up and peep into the nest. Only two eggs! An incomplete set, so we leave them and pass on.

Next we find a bluebird's nest in an abandoned woodpecker's hole in a small dead limb of an apple tree. Five fresh eggs! Good! The first specimens for our collection. How shall we get them out? Our hand is too large to get into the hole. It is not so very far to the house, and we go back and borrow a saw. Slowly and very carefully we saw the small limb off below the nest and lower it to the ground, turn it slightly over, take a spoon out of our pocket and lift out the beautiful blue eggs one at a time. These we roll separately in cotton and place in our cigar box. Then we take our note-book out and sit down and enter the following:

Making Record of the Eggs

"(1) 766 A-5 or a/5. Nest seven feet up in an abandoned woodpecker's hole in dead limb of an apple tree in an orchard. Birds seen, eggs fresh, nest saved. Remarks: This nest was on the south side of the tree, and the opening was toward the southeast. The cavity was nine inches deep and the openings two and one-quarter inches across. Nest typical, of fine grasses, weeds and feathers."

Then we replace the note-book in our pocket, place the figure (1) on the nest stub, stand it up against the foot of the tree where we can get it when we return home and pass on.

Next we find a phoebe's nest under a bridge across the road, stuck on one of the projecting rocks of the retaining wall. The bird is gone like a flash, but we know her. The nest contains six eggs, a very unusual number. They show signs of incubation, but, deciding to chance it, we carefully remove the eggs, roll each one carefully in cotton and place them in our collecting box. Then, after removing the nest and wrapping it in a newspaper cornucopia and marking it (2), we enter in our note-book:

"(2) 456 A-6 or a/6. Nest stuck on a projecting stone of a retaining wall of a bridge across the Lacon and Henry road, five miles north of Lacon, seven feet above the creek bed and three feet from bridge floor. Birds seen. Nest of rootlets, moss, fine grass and mud, lined with hair and feathers. Eggs, six, an unusually large number; incubation commenced. Nest saved."

Then we start home. Across the fields we travel, when suddenly from under foot flutters a mass of feathers. Finally it rises awing, and floats away. A meadow lark! Looking down we see a tuft of grass with a small opening in the side. Peering in, we see five fresh eggs; they are transferred, cotton-wrapped, to our collecting box. Then we sit down beside the nest and enter in our note-book:

"501 A/5. Nest on the ground in a pasture, partly sunk in the ground, in the middle of a tuft of last year's grass, arched over and lined with finer grasses. Eggs fresh. Female flushed from nest. Nest saved."

Nest saved! Yes. But how? As we are not far from our own home we go there, get a spade and a small box 8 by 10 inches and 3 inches deep. We carefully cut the sod around the nest and under it to the same size and depth as the box, being careful at all times not to disturb the nest or the grasses about it, and slip the spade under it, setting the sod with the nest into the box. If this is properly and carefully done, we have preserved one of the very hardest kind of specimens to get, a ground-sunken nest amid vegetation.

We then go home for the day with three nests and three sets of eggs.

Mr. Barnes' advice from then on is as follows:

The first thing to do is to lay aside each set of eggs separately on a cloth or layer of cotton batting, something that will prevent them from rolling; then procure a basin of water, a tumbler filled with water, and blow pipes and egg-drills. Sit down at a low table, or on a door-step or some similar place, so as to bring the basin above the object you sit upon.

How to Prepare Birds' Eggs

Now comes the preparation of the set of bluebird's eggs. Pick up one of the specimens and look it over carefully to see if there are any stains or any foreign matter on it which cannot be removed. If there is, that is the side we shall blow it on. First pierce the shell with a finely pointed pin or needle; then select the smallest of the blow-pipes, which should be No. 0; carefully insert the point of the drill in the hole left by the needle. Hold the egg between the thumb and finger of the left hand, with the larger end away from you and the second finger under the smaller end of the egg. Slowly twirl the drill back and forth with the thumb and finger of the right hand, gradually enlarging the orifice until you have

drilled clear into the egg. If you have the right kind of drill, the rear end of the burr part of the drill will cut the lining as it enters the egg. If it does not do this, it will be necessary to draw the drill back until the rear of the burr comes in contact with the inner surface of the shell at the hole made by the drill. A few more twirls will then cut the lining.

Then withdraw the drill; turn the egg over, still holding it between the thumb and finger of the left hand; take a small blow pipe. Hold the point of the blow pipe near the orifice of the egg, turning the egg upside down over the basin of water. Then blow through the blow pipe, and the air will gradually enter the egg and force the contents out of the same hole.

After the contents of the egg have been blown out in this way, take some water in the mouth from the tumbler of water standing nearby and blow the water through the blow pipe into the egg. Do this with some force, but not enough to destroy the eggshell. After the egg has been blown full of water, blow the water out of the egg. Repeat this two or

three times until the contents of the egg are thoroughly cleaned out, for any foreign matter or any of the contents of the egg that may be left will surely stain the shell and ultimately destroy the specimen.

Eggs Should Be Dried Out

After this has been done and you are sure that the contents of the egg are entirely out and the inner surface of the shell thoroughly cleaned, lay the egg upside down, with the hole resting on a small piece of blotting paper. Continue the same process with each one of the eggs in this set, laying them side by side on the blotter when the blowing is completed. They should be left in this position until they are thoroughly dry. All the other eggs taken should be drilled and blown in exactly the same manner, using care to see to it that the sets do not become mixed.

The foregoing is the proceeding for blowing all eggs which are fresh. It makes no difference whether they are the size of a goose egg or the size of a humming-bird's egg.

The marking of specimens is one of the most



A.O.U.	642	642	654	654	657	657	all taken
Nos.	658	658	658	658	658	658	in Yates Co
	658	658	658	658	676	662	New York
	678	686	667	667	667	667	by Verdi
							Brown

Tray arrangement of a collection of nests and eggs of North American warblers.

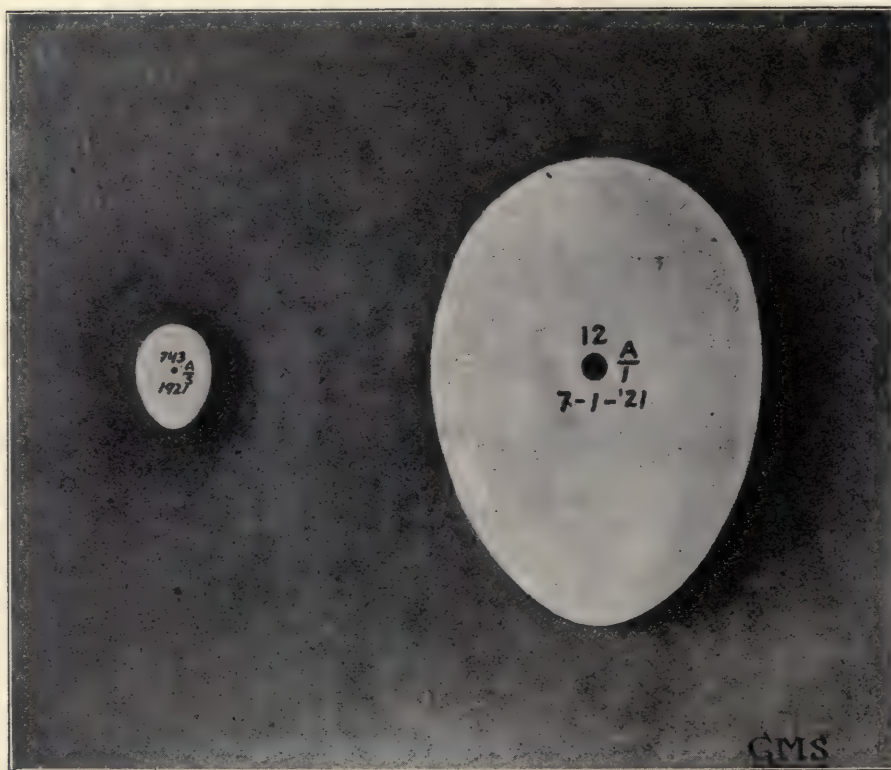
important steps in their preparation. Care should be taken to mark each set neatly, legibly and according to the system used by oologists. They should be marked with a soft, pointed lead pencil unless you are a high class expert with india ink.

Marking Eggs for a Collection

The set of bluebird's eggs should be marked as follows: Above the blow hole on the larger end of the egg and near the blow hole

will indicate the number of eggs in the set. Beneath the blow hole should be placed numbers designating the year in which the set was taken.

After marking all of the eggs taken, the next important thing is to make out a data card for each set. This should be on a standard data blank, and all the salient facts regarding the set shown in your note-book should be given. After this has been done, place the eggs in a dark cabinet of some kind



The proper way to mark eggs for the cabinet.

should be placed neatly the number 766, which is the number of the bluebird in the American Ornithologists' Union ("A. O. U.") *Check List of North American Birds*. To the right of the blow hole should be placed a short straight line, as near as may be opposite the center of the blow hole. Above this line should be placed the letter "a" or "A" and beneath the line the figure "5." The letter "a" indicates the fact that this was the first set of bluebird's eggs taken this year. Any subsequent sets should be indicated by the letters b, c, d, etc. The figure "5" beneath this line

with closely fitting drawers that will exclude both the dust and light. The light will cause many specimens to fade; in fact, nearly all. Dust, if it settles upon the eggs and the atmosphere then gets damp, will set up a peculiar character of fungus growth on the shell that will ultimately disfigure the eggs for all time, particularly those having a solid color.

You will discover that your standing and rank as an oologist will depend largely upon the character of your work in preparing your specimens. Accuracy, neatness and cleanliness above all things should be your motto.

HOUSE PLANS FOR OUR READERS

Concrete

Here is plenty of room for two and the baby. Modern domestic science is showing the way to minimize housework in every direction and in this plan will be found all the conveniences of the up-to-date apartment in a delightfully cozy individual home.

The planning is so compact that it has been possible to omit the cellar. By installing a modern type heater in the kitchen, hot water heating for the whole house is easily provided with a desirable economy in fuel.

The small family will appreciate the convenience of the dining alcove. It is so close to the kitchen as to be almost a part of it, and yet is entirely shut off from both kitchen and living room. The double doors between kitchen and living room prevent cooking odors from getting into the front of the house.

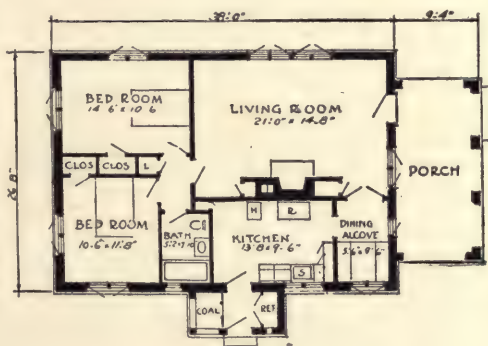
A sink and two laundry tubs are placed in the kitchen, and there is plenty of room along the side wall for such modern contrivances as an electric dish washer or laundry machine.

The living room is large, spacious and well lighted. It has a delightful open fireplace and two convenient closets for overcoats, wraps, golf clubs and the like. A splendid porch runs across the front of the house. It can be screened in or glazed if desired. One large bedroom and one smaller guest room are at the rear of the house.

There is room enough in the attic for one or two bedrooms if desired, and a stairway to them could be easily arranged on the end wall of the living room.

This house is designed for concrete block construction covered with portland cement stucco. In selecting firesafe roofing the builder can choose from a number of materials, the best known being roofing tile, cement, asbestos, or asphalt shingles and slate. Of course there will always be people who will prefer frame or brick construction, and this design is easily adaptable to these materials.

Those desiring other house plans should communicate with the Portland Cement Association, 111 West Washington Street, Chicago, Ill.



Calls Demagogue Greatest National Peril

W. R. Boyd of Cedar Rapids, Iowa, Rises to Defend the Railroads; Would Awaken Public

The following remarks about the railroads were included in an address delivered before the Kiwanis Club of Cedar Rapids, Iowa, June 28 by W. R. Boyd, president of the Perpetual Building & Loan Association of that city. Mr. Boyd formerly was editorial writer on the Cedar Rapids Republican and Times. He displays a knowledge of the railway situation which makes his address, we believe, worth reading.

ON or shortly after New Year's day or the first of July, as the case may be, statisticians tell us, with as much accuracy as possible, what various destructive agencies cost the nation in dollars and cents—the losses occasioned by fire, floods and tornadoes; how much the rats ate and the boll weevil destroyed. The toll of human life occasioned by accident of one type and another is also set out. Many of the items in this summing-up of the ravages of the forces of destruction are startling, and the sum total is appalling.

Consider the Demagogue

I have often wondered what would be our feeling if someone would tell us, with reasonable accuracy, what the demagogue costs us annually in dollars and cents—yes, and in human life from time to time. And then if we could know what he costs us in wasted time and effort and in long delays in the settlement of questions which finally can be settled in but one way. If this could be done, we would stand absolutely aghast. Fire, flood, tornado, the rat, the boll weevil, and all other tangible forces of destruction are pikers as compared with the demagogue. The demagogue is the subtlest and the most dangerous and the most destructive enemy of popular government. He muddles every stream of political and economic thought. He obscures every political and economic issue. He is usually plausible and attractive. His speech is honeyed. "Between his lips, words bud and blossom." He is nearly always master of the worst kind of lie—the half truth—and he is often able to deceive the very elect.

With the blind optimism characteristic of America, we are careless toward all destruc-

tive agencies. Seldom do we fight any of them effectively, and never do we wage war to the death against any of them. We have "fire-prevention" weeks and "anti-rat" days and other spasmodic efforts duly heralded by executive proclamations and newspaper headlines, and that is about all there is to it. The demagogue we not only endure, but we embrace him. We take him to our hearts and reward him.

It is, of course, impossible to set out in terms of dollars and cents or in any other terms what the demagogue costs a theoretically free people. We may get some idea by fixing our attention for just a moment on a few high spots.

A generation ago, confronted by the fact that the railroads of the country threatened to become Frankensteins, we undertook their regulation and control. No one questions the necessity of such action. That the railroads had abused their power, as most human agencies do if not restrained, and that they deserved to be controlled, if not punished, goes without saying.

Playing Football With the Railroads

Now, statesmen could have settled this problem, intricate as it was, with approximate justice to everybody; but the demagogue made the railway question a political football in every state in the Union and in congress. Statesmen there were, always, who tried to do their best; but their efforts were blocked. What is the result? Our railway facilities today are wholly inadequate for the maximum needs of the country. Railway credit has well-nigh reached the vanishing point; and, unless statesmanship shall speedily find a way out, the country will be face to face with the dilemma of general railway bankruptcy or government ownership; and this despite the fact that carrying charges for both freight and passengers are higher than they have been within the memory of any man now living.

The pitiful thing about all this is that those who have suffered most, and who will suffer to the uttermost if things along this line get worse, are the very ones the demagogue professes to love and serve and who perpetuate

him in power. The strong can, and usually do, protect themselves.

The announcement that a railroad or a traction company or a gas company has defaulted on its bonds and that a receivership is impending causes the casual reader little anxiety unless he happens actually to hold a bond of that particular concern. He may, if he thinks about it at all, say: "Oh, well, they can afford to lose, and perhaps they deserve to lose." But who loses? The great financial concerns that put out the securities of railroads, public utility companies and industrial concerns no more keep those issues in their vaults than the merchant keeps the goods he buys from time to time on his shelves. They are bought to be sold to the general public, and they are sold to the general public. Bond salesmen make Cedar Rapids as regularly as grocery salesmen or drygoods salesmen or hardware salesmen, and they miss no chances. The other day the release of a small mortgage by a woman whose little financial affairs I happen to look after was reported from the recorder's office. Before night two bond salesmen called on that woman to get her to put the proceeds of that little mortgage into a bond.

Who Owns the Railroads

A majority of the bonds of railroads, public utility companies and industrial concerns are owned, directly or indirectly, by the public. They are owned by individuals, by banks, trust companies, insurance companies (life, fire and casualty) and by endowed institutions of all kinds. None of these financial institutions invests much of its capital in such securities. They are purchased with their deposits in order that they may be able to pay depositors interest. If these companies fail, banks fail; insurance companies fail; colleges, hospitals and all manner of charitable institutions are embarrassed. I wish all men and women who carry life insurance would take time to study the financial statements put out by the companies in which they are interested. They would then find that they had an interest in nearly all the important railroads and public utility companies in America, and in many of which they had never heard.

If this fact—namely, that the ownership of securities is not concentrated in a few hands, as demagogues constantly declare, but is widely distributed—could be generally known, the average person would appreciate that he has a vital personal interest in the solvency of more than one concern he had been taught by dema-

gogues to look upon with suspicion, if not to hate. Some years ago, when *Harper's Weekly* was still in the land of the living and, approximately at least, measured up to its claim that it was a "journal of civilization," there appeared at the head of its editorial columns this gem, which I clipped and to which I have referred so often that I almost know it by heart:

A Call to Statesmanship

"There is nothing intrinsically sacred about the people, except that they are the great embodiment of human life, for which and in which lies the chief work of man on earth. The people may be right or wrong, and are apt to be wrong. He helps them who leads them when they are right and stems them when they are wrong. But they are not sacred to be obeyed willy nilly. Neither are constitutions sacred, to be bowed down to. What is sacred is Truth. Who can find it and follow it—he is the enviable man; he is the true leader; admirable, not for himself, but for the truth that is in him. The people are nobody's God; not even their own. We are the people.

"Come now, do we revere ourselves so vastly? These gentlemen that stand on stumps and tell us we are all there is—do we bring away so profound an opinion of their wisdom? More likely we say: 'Come, come, stop fooling with us and give us your best. Wherein you know better than we do, let us know what you know. We are nothing if not teachable. Wherein we seem to want what is not right, teach us wherein it is not right. To want what is right and get it is all our hope. To want what is wrong and get it is destruction. Better, far better, to want what is right and struggle toward it, even if it is denied to us. Tell us, not what we want, but what we ought to want. That is true service. That is what we need to know.'"

Perhaps the writer of the editorial gave the people more than their due. So many of them seem to like to follow off after every advocate of quackery that comes along. But I am not so sure. Only a small percentage of men and women are innately dishonest or vicious or mean. If we can get to them with the truth in a way they can understand it, they will yield to it; at least, a majority of them will. Courage of a high order in public life is a rare virtue. It is easy to swim the current, but difficult to stem it. Uncle Joe Cannon once said that the average congressman would sell his immortal soul for another term. I do not believe any such sacrifice necessary to get an-

other term. I believe that in a majority of instances an honest presentation of well-founded truth will defeat error in the public forum. If I were just a fair platform man and coveted public office, I would not be afraid to go before the people of this state as the enemy of every one of the political and economic heresies now seemingly so popular. The trouble is we have been thinking about public questions as individuals or in groups, from the standpoint of what would seem to be our personal interest, and without a thought of fundamentals or the general welfare. We have not made an effort to get at the facts.

War as a Destroyer

Here in Iowa, for example, it has been taken for granted that agriculture was the only thing hurt by post-war reaction, that nothing else had been hit at all, and that many of our woes were due to a certain banking system and to high freight rates, and that we could pull ourselves out of the depths by striking someone else down.

Now, the fact is that war is a wholly destructive process. It stimulates certain industries while it is in progress. A few who are wise enough and fortunate enough to quit the frenzied game in time keep their winnings. But few can do this, and when the fever passes there is general prostration, and the riches gained during the cataclysm for the most part take wings.

Suppose that, for just a few moments now, we consider the other fellow, and see how he fared. We know what happened to us in agricultural Iowa. We know that corn which sold for \$1.90 two years ago sold as low as 35 cents. We know that hogs which sold for \$20 plus per hundred weight were for a time below \$10. We know that land which sold for \$400 an acre can now be bought for \$250, and that not a few who bought land at \$400 an acre and mortgaged it for \$250 an acre lost their all. And we know that renters who leased land which called for an annual rental of from \$10 to \$15 per acre could not pay last year's rent, and many lost the savings of a lifetime. It was very bad—in many cases it was pitiful. But farmers were not alone in this. Let us consider, for a moment, some other classes.

Investigation will show that many classes have been practically as hard hit as the farmer by the events of the past few years centering around the decline in prices. A point most often overlooked is that the person whose income has been derived from permanent investment in

bonds or stocks has been terribly hit, and that it happened to these people a long time before the farmer was affected. When prices went up at the outbreak of the war, and continued to climb higher and higher, the amount of the necessities of life that could be purchased with the income from a bond became smaller and smaller, so that many persons who thought themselves well fixed for life in 1914 found in two years that they had difficulty in buying the necessities of life. This was especially true of such classes as retired farmers, people beyond middle age who had turned their savings into farm mortgages or low interest bearing bonds. The effect on people whose savings were invested in corporate investments was especially unhappy in the eastern states and in New England where that form of investment was better and more favorably known than the farm mortgage so popular here. Nearly every great industrial concern was compelled last year to charge off huge inventory losses and to suspend dividends.

I venture the guess that there is not a merchant in this room today who has not had to take losses and forego profits.

Effect Upon Railway Investors

Here are a few facts relative to what has happened to the railroads. Of the forty-seven railroads listed on the New York Stock Exchange as reported in the New York *Herald* of June 11, thirty-two were paying no dividends on their common stock, and of these twenty were paying nothing on their preferred stock. The dividends on these railroads were \$102,686,106 less in 1921 than they were in 1914. The amount of defaulted interest on railway bonds from 1914 to the present time is approximately 70 million dollars. A study of stock market statistics would be an instructive pastime for anyone who thinks he is the only fellow who has suffered.

Let us suppose that an Iowa farmer who had for years been hearing from chautauqua platforms and stumps, and perhaps now and then from a pulpit, and who had read in various publications, how he was constantly being made the victim of some rich railroad and industrial concern, had decided to sell out and invest his money in a few of these securities. Suppose he owned 160 acres and sold his farm for \$250 an acre, \$40,000; and that his closing out sale netted him \$10,000 in addition, making a total of \$50,000 and suppose he had reasoned something after this fashion:

(Continued on Page 108)

Mix Play With Your Work and Be Happy

Best of All, Take Into Your Daily Toil the Same Spirit You Show When You Seek Recreation

The following article by Edwin B. Parker, general counsel of the Texas Company, New York, has been a source of inspiration to us, and we take pleasure in passing it on, with Mr. Parker's permission, to our readers:

DID it ever occur to you that the line of demarcation between work and play is, at best, shadowy?

Both play and work are states of mind, not tangible things. Both are psychic, not physical, in concept. The confusion arises through labeling certain forms of activity work, and other forms of activity play. A moment's reflection will suffice to demonstrate that one form of activity to a certain person under certain conditions is play, while to the same or another person under different conditions it is work. Instance, the boy who, risking dire punishment, harkens to the seductive call of the baseball diamond and plays hookey that he may emulate the example of his batting hero and make a home run. His whole body and mind and heart are filled with the buoyant spirit of the game—and this is called play. This same boy, grown to manhood's estate, takes his place on a professional baseball team and again stands at the home base intent on seeing and accurately measuring the pitcher's curves—but this is called work.

The little girl in her nursery playhouse dresses her dolls, prepares their meals, sweeps her floors, and puts her house in order, going about her tasks seriously, earnestly, and conscientiously—and this is called play. This same little girl, now become a woman, dresses her children, prepares their and her husband's meals, and performs her other household duties with the same conscientious care she gave to her nursery tasks—but this is called work.

Proper State of Mind Needed

The difference lies in the state of mind, not in the nature of the undertaking, nor in the purpose to be attained save as the purpose reacts upon the state of mind.

The problem of each individual is how to create a state of mind which to him spells play, and to carry that state of mind with him into the tasks which to the world spell work. When he has done this, he has transfigured his work



Edwin B. Parker

into joy-giving play. And this can be done through the exertion of will power by any strong, wholesome, clear-minded man or woman.

The man who has contributed toward solving a troublesome problem in science, commerce, banking, industry, law, or social or international relations derives therefrom a more poignant and enduring pleasure than he who kills big game in Africa, or is crowned victor in international athletic games, or is the winner of a golf tournament. I do not mean to condemn or belittle these forms of recreation. On the contrary, I am convinced that when pursued with temperance they serve a useful purpose and deserve to be encouraged and stimulated. The thought that I would convey is that the atmosphere of the contest—the thrill in the exercise of the power to conquer which carries the hunter into the wilds of the forest to track down and kill the powerful beast—

can readily be diverted into other channels where the obstacles to overcome and master appeal quite as strongly to the imagination if not to the spirit of adventure, but where the results tend to add to the total of world values and increase the sum of human happiness, and are of a creative and re-creative nature rather than mere recreation.

The Joy in One's Own Work

There is no game more inspiring or more stimulating to the wholesome mind than the mastering of one's job—be it big or little, so long as it is one's job. No more alluring exploration was ever planned than the journey into that undiscovered land—one's own life. There is no satisfaction more exquisite than the pursuing of one's life plan, step by step, day by day, and seeing the creature of one's imagination mature into a vital and fertile reality.

There is implanted deep in the breast of every healthy red-blooded man a lust for power, in some form, which should be stimulated rather than stifled, provided it be directed into constructive channels and exerted to promote the progress of the world. The impulse to lead, to direct, to win, to master, may find expression in athletics or other sports, or in the larger games of commerce, of industry, of finance, of science, of law, where the stakes are higher, the consequences more far reaching.

The form which the expression of such impulses takes is frequently determined largely by the fortuitous influences of environment, and not by conscious volition on the part of the individual. But the individual can, if he will, direct such impulses into whatsoever channels he pleases. He can form the habit of giving them expression either in activities called work or activities called play. Whatever the character of the outward manifestation of such activities, the quality of the impulses and the spirit which permeates them will determine their true nature.

Must Join in Reconstruction

During the war the people of America responded—and wholeheartedly responded—to the Nation's call. The occasional slacker was branded as an unclean thing, to be shunned and treated with contempt. The fighting spirit of the Nation, aroused and diverted into the narrow channel of subordinating all else to winning the war, swept forward with irresistible momentum. The great stakes justified the immeasurable destruction in every form

which the game entailed. Now that has passed and has left us in its wake problems of peace quite as important and in some respects more difficult than those of war. The world does not need any reapers who do not sow. The slacker of today is no less a slacker because the armistice has been signed; the war is not yet over—that is, in certain quarters the spirit of the war still lives. The survival of this war spirit emphasizes the duty of every strong right-thinking man to put forth the best there is in him toward helping quietly and unostentatiously, but surely and effectively helping, the world to recover its equilibrium. The orgy of destruction renders more imperative than ever before constructive and collective effort. The peoples of every nation and of every community of each nation are coming day by day to a fuller realization of the fact that the salvation of the world lies in work—well-directed, co-operative work—into which is unreservedly thrown the whole energy of the heart and mind and body. Work which rejoices in the zest of the contest, in triumphing over obstacles, in creating, in producing, in progressing, in achieving. Work, whatever may be its nature or importance as measured by the ordinary standards, which is clean and honest and useful, which is regulated by rules of fairness and good sportsmanship, and which is permeated by the exuberant spirit which the world calls play. Such work is freighted with peace and plenty and joy and happiness for the worker and all about him. Such work, godlike in its creative attribute, is included in and partakes of the nature of recreation.



Switch engine No. 3509, "pride of East St. Louis." Yard crew, left to right: A. A. Bloomer, engineer; H. Hamblin, switchman; R. R. Fitzgerald, engine foreman; E. M. Albee, switchman. "No yard damage with this bunch this month," wrote Trainmaster J. D. White at the end of May.

Signed Up With Illinois Central in 1858

George Althouse, Early Engineer on Our Line, Was a Keen Student of Locomotive Development

Signing himself "A Dutchess County Friend," a New York contributor sends us the following interesting account of the life work and observations of a former Illinois Central locomotive engineer who studied the development of locomotives from about 1845 until his death last year.

ON THE 9th of June, 1921, George Althouse was laid at rest in the beautiful Fishkill Rural Cemetery, Dutchess County, New York. His observation of railway development began in boyhood, while the Iron Steed of the early period was to be seen in service, and, close at hand, he watched the evolution of the enormous locomotive which today is the feature of the American railroad. He was thoroughly familiar with the little single driver which still was working when he began railroading and in succession ran all the types which appeared prior to 1885, when he withdrew from railway work.

Mr. Althouse was born at Millerton, N. Y., July 10, 1832. About 1834 the family moved to the vicinity of Salisbury, Conn., where in due time George attended school and acquired a good education.

A Student of Locomotives

Like most boys, he had a lively interest in railway operations, and he remembered the arrival of the first train of the Housatonic road when the rails reached Falls Village. The locomotive was named "Pequannock" and was a single driver weighing about eleven tons. Successively he saw the advent of the other equipment of the Housatonic, and gave the order as follows:

Pequannock, Baldwin, single driver, outside connection;

Bridgeport, Baldwin, single driver, outside connection;

Albany, Rogers, four drivers, outside back axle connection;

Stockbridge, Rogers, single driver with trail wheel, outside connection;

New York, Rogers, single driver with trail wheel, outside connection;

Berkshire, Rogers, four drivers, like Albany, but heavier;

Massachusetts, Rogers, 4-4-0 type, 18 tons;

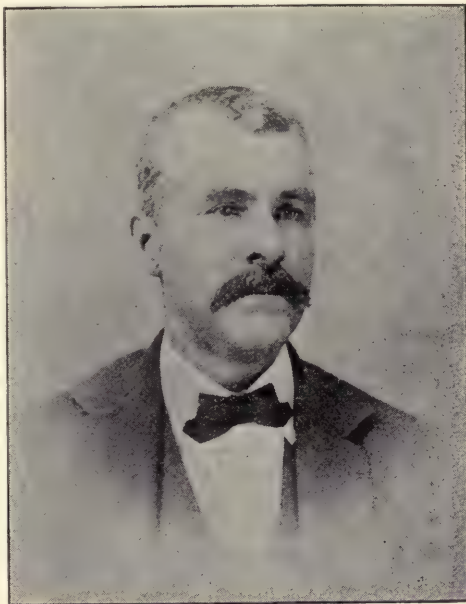
Connecticut, Rogers, 4-4-0 type, 19 tons;

Fairfield, Rogers, 4-4-0 type, 20 tons;

Litchfield, Rogers, 4-4-0 type, 20 tons;

Housatonic, Rogers, 4-4-0 type, 20 tons;

Reindeer, Rogers, 4-4-0 type, 22 tons;



George Althouse, About 1860

Pittsfield, Amoskeag, 4-4-0 type, 24 tons;
Taghonic, Amoskeag, 4-4-0 type, 24 tons.

The "Taghonic" was sold to the Hudson & Berkshire Railroad and renamed "Henry Waterman." Except as stated above, all were inside connected and equipped with V-hook and were wood-burners. This roster is down to 1852, when he ceased to be on the Housatonic. He related that an artist living at New Milford painted a picture of each locomotive with accuracy and gave the paintings to the respective engineers. How interesting it would be if those paintings could be found! Alas! the name of the artist is lost and presumably the paintings have been discarded by the descendants of these engineers.

Joined Illinois Central in 1858

After working on several railroads in the East, Mr. Althouse in 1858 was induced to go on the Illinois Central. His home was at Amboy, in the northern part of the state, and he ran usually on the North division, which at that time was supervised by E. P. Noyes as assistant master mechanic. Mr. Noyes had

Figures From 1861

Among Mr. Althouse's treasured possessions was a copy of the monthly statement of the superintendent of machinery for the Illinois Central for December, 1861. Samuel J. Hayes was superintendent of machinery at that time; William T. Morrow, master mechanic of the Chicago branch, which had a mileage of 252½; David Oxley, master mechanic of the South division, which totaled 230¾ miles; E. P. Noyes, master mechanic of the North division, which boasted 225 miles.

A complete account was given of the performance and expenses of the 113 locomotives at that time owned by the company. The total number of miles traveled by all the engines that month was 189,348. The total maintenance cost, including salaries (few of which ran over \$100), was \$31,199.88. The cost per mile traveled averaged 16.47 cents. A pint of oil was used every 15.42 miles; a cord of wood, every 40.26 miles; a ton of coal, every 38.60 miles. The locomotives, it should be explained, were almost equally divided between wood-burners and coal-burners. Thirteen of the engines were undergoing repairs or being altered to coal-burners, according to the notations.

Additional notes explained that the oil included that used in the headlights and the engineers' lamps; wood was rated at \$3.50 a cord and coal at \$1.75 a ton, loaded on tenders; two empty cars were rated as one loaded in computing the average number of cars hauled per trip of 100 miles, the average of which was 11.92. Notes also pointed out that the average cost per mile of passenger engines was 14.30 cents; of freight engines, 18.67 cents; of construction engines, 13.97 cents; of switching engines, 12 cents. The average cost per mile of freight engines using wood for fuel was 26.18 cents; of freight engines using coal for fuel, 15.69 cents.

come to the Illinois Central from the Fairbanks Works, and Mr. Althouse held him in high regard. Samuel J. Hayes, from the Baltimore & Ohio, was general master mechanic. The equipment was to a great extent Rogers. Only two carried names, and these were the "Cairo," on the South division, and the "Rogers," on the North.

Mr. Althouse noted the engines on the adjoining railroads. He liked those of the Galena & Chicago Union best and instanced a very beautiful locomotive of that road named "Como." This was one of the few built by

the Chicago Locomotive Company during its brief existence. The Burlington had dropped names for the most part, and likewise the Rock Island. A few on the Toledo, Wabash & Western carried names. What is now the Alton was insolvent and, he had the impression, did not name the engines but designated them by road numbers. In the days when the company was operating under the title of Chicago & Mississippi Railroad there are some reasons for assuming that it named its locomotives and that in the equipment were several very old ones which were of types antedating the building of the Alton & Sangamon Railroad, which the Chicago & Mississippi succeeded in 1854. Unfortunately, the motive power records prior to 1871 were destroyed in the Chicago fire, and data prior thereto is not accessible.

Mr. Althouse's train used to cross the line of the Peoria & Oquawka Eastern Extension Railroad at El Paso, Ill. He used to see the "W. H. Cruger" and its engineer at this crossing. Now that engineer in 1859 and 1860 was James C. Nash, and it is a singular fact that as an apprentice in 1854 he helped in the construction of this locomotive at White River Junction, Vt. He became an engineer and went to Illinois. In 1859 he was directed to go to Peoria and take the "Cruger." He was greatly surprised to find it was the very one which he had built. A marked character about the machine caught Mr. Althouse's attention, and he always greeted the engineer as his train rolled over the crossing. Many years passed, and then in 1916, through an allusion in a letter written to a friend of Mr. Althouse, the latter recalled the crossings of 1859 and sent a message to the "Cruger's" old engineer. The two exchanged photographs and kept up communication until 1920, when the former died.

Made Engine a Pile Driver

In the interchange of reminiscence, among other topics occurred mention of a singular locomotive belonging in 1859 to the Burlington; it then carried the name "Pigeon" and was well remembered by Mr. Althouse. It had been constructed in 1837 by Baldwin upon the order of the state of Michigan and ran on the state's railroad, then called the Central Michigan Railroad. The engine carried the name "Ann Arbor" and was a single driver. Its engineer was Charles F. Jauriet, a Frenchman of decided mechanical ability who became one of the prominent master machinists of the West.

When the Chicago and Aurora branch took the present name of Chicago, Burlington &

Quincy Railroad, Mr. Jauriet was called as master mechanic. He brought with him the "Ann Arbor," which meanwhile had become the "Pigeon" when in 1846 the state sold the Central Railroad to the Michigan Central Railroad Company. Mr. Jauriet remodeled the "Pigeon" and made it a pile driver. A letter received by Mr. Althouse on this point was as follows:

The construction of the "Pigeon" was somewhat different from the "Pioneer," as the one set of drivers was located in front of the fire-box and had a trailing pair of 30-inch car wheels behind.

Now the change to pile driver was this. A bevel gear was put on the axle and a shaft with a bevel gear on the end which worked in the gear on the axle. Then the shaft went to the front end of the engine under the smoke box connected to a drum on which the rope went around and connected with the iron hammer. A large spring was set at either end of the springs on the boxes of the trailing wheels and 3-inch square thread ran through the deck of the engine with a nut bolted to the deck. The bottom end of the screw rested on the spring board; the top end projected through the deck squared for a wrench. To use the engine as a pile driver, they screwed down on the screw, thus raising the drivers clear of the rails; then blocked the trailing wheels so the engine could not move. Now you see the engine was in condition to drive piles. This engine would haul all material used for pile driving. In other respects she was like the "Pioneer."

The "Pioneer," to which this alluded, was the historic engine which came to Chicago to open the Galena Union in 1848. It was built by Baldwin in 1836.

Mr. Althouse often spoke of the emulation

existing among the engineers of the Illinois Central in the management of their locomotives. Each tried his best to get the utmost number of miles from the fuel, oil and waste furnished to keep down repairs. Every month a great sheet was posted in the roundhouses where all could read it, giving the performance of each locomotive and its engineer, and the posting of these monthly statements aroused keen attention. He regarded these Illinois Central engineers as constituting a very fine type of man. The locomotives were standardized; they presented little difference in outward appearance and, not bearing names but being distinguished merely by road numbers, did not readily recall themselves. The one which he remembered best was No. 97. He recalled it as a reliable machine, but, of course, it did not present the individuality held by the "Schuyler" or "Island Belle," for example, thus showing how greatly that feature is increased by cognomen and how it is diminished by numerical designation. If the Pilgrims had come to Plymouth Rock on No. 838, instead of the "Mayflower," the vessel would be recalled by very few. However, names for locomotives were called for by a period of men, conditions and methods which long ago passed.

Mr. Althouse came into Illinois while political activity was intense. He was a Republican, having cast his first vote for the Fremont and Dayton ticket, and took great interest in the



George Althouse, at right, explaining to a friend about a locomotive he once knew. Picture taken a few years ago.

joint debates of Douglas and Lincoln. He attended one of these at Freeport and in 1860 cast his vote for the Lincoln and Hamlin electors.

Knew General U. S. Grant

He was assigned to a run which terminated at Galena, and in the evening, to while away the time, often visited a large store where many citizens of the town were wont to congregate for sociability. Here he occasionally exchanged greetings with Ulysses S. Grant. Grant at this period dressed coarsely and looked rough, as he wore a flannel shirt and tucked his trousers into cowhide boots. Indeed, Mr. Althouse hardly would have remembered him if it had not been that within a year or two Grant became exceedingly prominent. Had it not been for this burst into prominence, there is little doubt that the recollection of these casual meetings would not have revived, and Grant would have passed out of Mr. Althouse's memory together with many a similar figure in the motley throng of that Galena store.

George B. McClellan and Ambrose E. Burnside, superintendent and assistant superintendent, also came under his observation, and he remarked that he little dreamed these three individuals were destined to occupy the exalted positions in history which the Civil War brought to each.

During the war he was assigned on several occasions to locomotives drawing troop trains. At the close of hostilities he tried the New Orleans & Jackson and the Mississippi Central roads. Conditions were distasteful there, and he went out on the Union Pacific, then under construction. The lawlessness of the plains impressed him unfavorably, and he came back to Illinois, where he stayed several years.

Tamed a Balky Engine

The year 1869 found him on the Central of New Jersey. His fine qualities soon caught the attention of Superintendent R. E. Ricker. Perhaps the particular incident which won Mr. Ricker's appreciation was this. A locomotive had come from the Grant works and proved "cranky." So much difficulty was experienced that the engineers, one after another, declined to have anything to do with the machine.

Mr. Althouse asked leave to study its peculiarities and finally located the trouble. Thereafter, it was perfectly tractable, and Mr. Ricker, who had debated whether or not to dispose of it, was delighted when Mr. Althouse drew an excursion train of seventeen cars to Plain-

field and return on schedule time. He let Mr. Althouse have the little "Flemington"—the last of the wood-burners. The latter could depend on this fine Baldwin, which had the run to Somerville as a local, for it came quickly to full speed between stations. He considered this engine one of the easiest locomotives to manage that had fallen to his lot, and it was, with the possible exception of the "Island Belle," the one which gave him the greatest satisfaction to recall. While he was aware, of course, that the day of wood-burners had closed, nevertheless he maintained

Engineers in 1861

The engineers employed by the Illinois Central in December, 1861 (according to the monthly statement of the superintendent of machinery which was in the possession of Mr. Althouse), together with the numbers or names of their engines, were:

Chicago Branch

Nos. 1, C. J. Sabin and others; 6, N. Smith; 12, J. Granger; 21, L. Hancock; 24, N. Nellis; 25, H. Bailey; 33 and 42, E. Quinlan; 43, Wilson and Hancock; 46, T. Rackham; 47, C. N. Gilmore; 48, O. F. Carlton; 50, J. Hammill and others; 53, C. Lawrence; 59, J. Lester; 60, C. P. Noble; 70, L. Wilson; 71, S. P. Brown; 72, C. N. Gilmore; 73, F. Ongley; 76, R. Willis; 77, C. Draper; 80, S. Brown; 82, J. Wright and others; 83, M. Hackett; 86, F. Peugot; 89, N. Smith; 90, E. Vaughan; 95, G. Klyber; 96, W. H. Wild; 100, W. Dempster; 103, J. Enwright; 104, John Gillan; 106, E. Morris; 107, J. Wright; 108, P. Sendt; 109, H. P. Rogers; 125, H. Smith; 126, George Jackson; the "Rogers," Allen and Luddington.

South Division

Nos. 5, A. McWilliams; 7, J. Eastman; 9, P. Battles; 11, B. C. Howard; 14, Samuel Lane; 16, P. B. Bryant; 17, A. J. Wimple; 22, George C. Conover; 29, J. Shandorf; 34, W. Dibble; 38, Samuel Lane; 39, C. S. Bayley; 40, G. R. Clark; 56, G. Harrington; 58, A. J. Van Patten; 61, H. Filkins; 62, E. P. Phelps; 68, W. H. Ledgerwood; 74, Alonzo George; 78, F. Pratt; 81, C. H. Lawrence; 84, Alex Moore; 87, A. R. Clements; the "Cairo," A. McWilliams.

North Division

Nos. 18, George Snow; 20, F. Dunning; 23, William Rolph; 26, John Doyle; 27, J. M. Cook; 28, H. McGraw and others; 30, W. C. Wellington; 35, C. Putnam; 36, J. Purlington; 37, J. Hathaway; 41, F. Westcott; 51, I. R. Patterson; 52, H. Graves; 54, H. D. Clark; 65, D. Reynolds; 67, L. H. Stay; 69, N. F. De Groodt; 75, D. Reynolds; 79, H. McGraw and Graves; 85, H. Graves; 88, J. Howe and others; 91, John Spalding; 98, H. P. Cook; 99, A. L. Beach; 101, John Carter; 105, William Trude.

that they were far pleasanter to manage than coalers.

From the Central he went to the Rondout & Oswego, and thence to the Rhinebeck & Connecticut, running from the Hudson to Hartford. This road had a large but unremunerative traffic, went into insolvency and has lost its identity, becoming merely a local branch line. Mr. Althouse in 1885 retired from locomotive engineering and thereafter lived at Groveville. He filled the position of engineer in the Matteawan Manufacturing Company for a long time, but finally withdrew as infirmity of age came on, and took his leisure.

A Man of Remarkable Memory

He was a man of thoughtful mind, modest and unassuming. It was a pleasure to converse with him, for he expressed his ideas clearly and logically in well-chosen phraseology and never rambled. His retentive memory and active mentality endured to the last, and when he laid down the daily newspaper and opened conversation with a companion his talk was sure to be interesting, whether it bore on social topics or on railway affairs.

Another characteristic was the memory which he held of locomotives—not merely a memory of the ones which he managed during his thirty-six years of engineering, but of the very large number which came under his observation. He seemed to carry a distinct picture of these locomotives. He usually would state the make; then whether or not it was a wood-burner; then, whether inside connected; whether the name was paneled on the boiler or on the cab. Regarding the make, he very seldom failed to recall it correctly—indeed, but

one instance occurred where memory in this respect proved treacherous, and that, oddly enough, was in the case of the first locomotive which he ever saw—the “Pequannock.” He declared it was a Rogers, while in reality it was built by Baldwin in 1839. Possibly some bystander erroneously pronounced it a Rogers, and this first impression quite likely remained paramount whenever he happened to think of the “Pequannock” after a long lapse of years. His offhand statement of the make of an engine which he had seen, perhaps casually, years before was time and again confirmed by reference to the official roster of the master mechanic. He had a real love for a locomotive and regarded it as a “breathing being almost.”

Mr. Althouse was a true representative of the type of engineer which characterized the middle period of our locomotive engines. He took a deep interest in his work and performed it as intelligently and conscientiously as if the locomotive were his own property. He did not spend much thought on the question whether or not the pay was what his services were worth. He had no need for thought of this kind, since superintendents always gave him the highest rate, for they recognized his ability.

AN IDEA; PASS IT ON

Agent J. W. Sayre of Rockwell City, Iowa, writes that for some time he has placed a copy of the *Illinois Central Magazine* in the Rockwell City Free Public Library. The manager tells him that the magazine is frequently called for. Perhaps this will contain a suggestion for some of our other readers.

Our Monthly Roll of Honor

Below is a list of employees retired at the meeting of the Board of Pensions June 29:

Name	Occupation	Years of Service	Date of Retirement
Peter J. Betz.....	Laborer, Dubuque, Iowa	23	4/30/22
Rex M. Ickes.....	Conductor, Minnesota Division.....	15	4/30/22
Andrew Allen	Switchman, New Orleans, La.	23	5/31/22
John J. Ryan.....	Engineman, Chicago Terminal.....	35	6/30/22
John Goetz.....	Carpenter, Burnside Shops.....	40	6/30/22
Edward T. Shergold.....	Clerk, Chicago Terminal.....	33	6/30/22
Frank M. Williams (Deceased)	Conductor, Illinois Division.....	27	4/30/22
Y. & M. V.			
Cornelius Walker (Col.).....	Locomotive Fireman, Memphis Terminal.....	35	3/31/22

The following deaths of pensioners were reported at the same meeting:

Name	Last Employment	Date of Death	Term as Pensioner
James Prendergast	Watchman, Chicago;		
	Chief Special Agent's Dept.....	5/30/22	1 month
Daniel J. Donovan.....	Boilermaker, Minnesota Division.....	6/12/22	2 years



57 cars of bananas going into Centralia Yard.



Nº21 rounding the curve into Makanda



Waiting to follow Nº1 from Centralia Yards



Going to work at one of the mines



Waiting for Nº5 at Anna



Women cleaning up yards at Mounds during World War



Three pictures at once



Some thoroughbred bulls lent to Centralia farmers by I.C.R.R.

At large with a kodak. Snapshots taken here and there in the last few years by E. B. James, 404 South Pine Street, Centralia, Ill., a conductor on the Centralia district of the St. Louis division. Conductor James pleads guilty to being a "kodak fiend." Are there others like him on the system? The magazine is always glad to get interesting pictures, particularly those having to do with railroading.

Our Program of Locomotive Superheating

Work Involves Changes in Equipment of Engines to Make All Parts Correspond in Strength

By W. O. MOODY,
Mechanical Engineer

THE original program of superheating locomotives was extended to include other necessary improvements, so that the engine as a unit would be in harmony, as to strength, with its increased boiler efficiency and the economy for which the superheating equipment is responsible.

When well-designed saturated steam power, through the application of modern economical devices representing well-established practice, has had its capacity or efficiency or both increased, it may be considered as having been, to a certain degree, modernized, for it is now on a fairly comparable basis with the most improved modern designs. The advantages de-

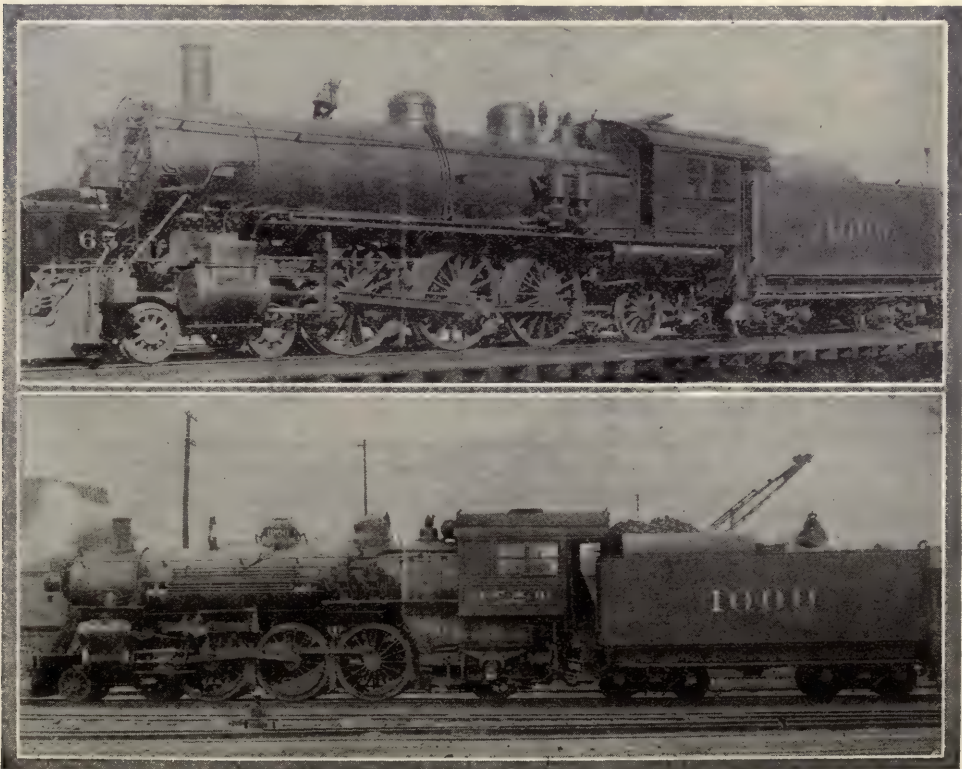
rived from modernizing well-designed old power have been demonstrated by repeated road and laboratory tests throughout the country, so that a reasonable return in fuel and water economies can be assured on the investment.

Factors to Be Considered

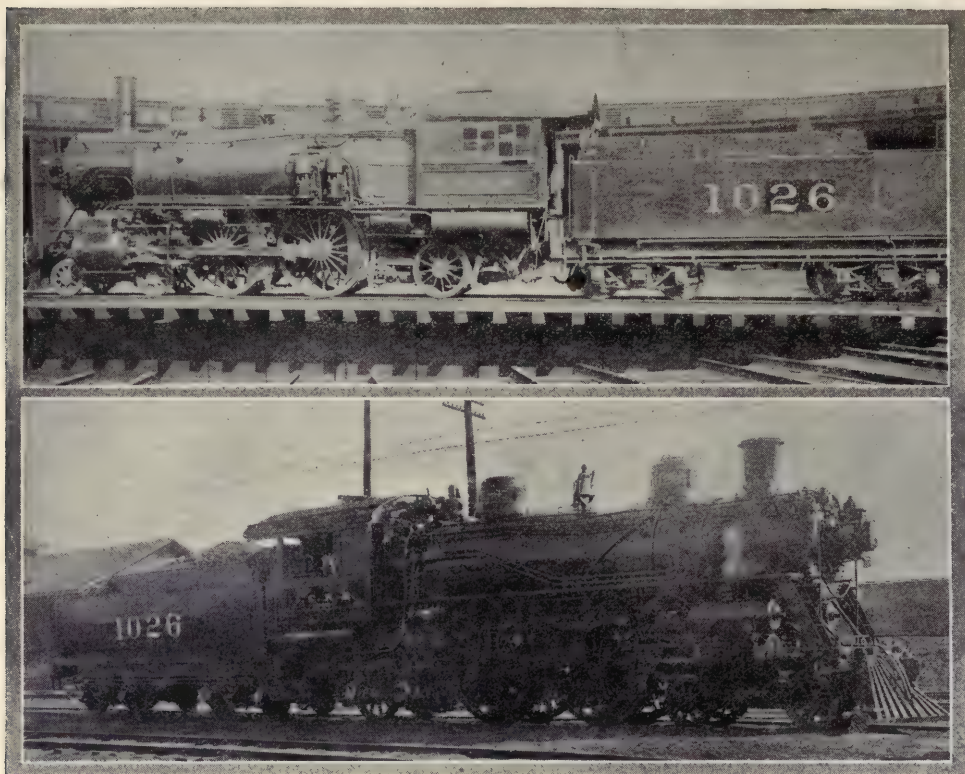
When such a program involves a large number of locomotives, it necessarily follows that the work must extend over even several years, and this time may have to be extended due to unfavorable market conditions.

The quality of water and fuel in different localities may be the governing factors in determining upon the policy of reconstruction, since that which would answer all requirements for a class of power in one section would not guarantee equally favorable results elsewhere.

To do this work under a well-prepared pro-



Engine No. 1000 Before and After



Alterations Made on Engine No. 1026

gram on any extensive scale demands increased shop facilities, either in space or in having obsolete tools replaced by modern of greater output capacity, so that the old shop is also modernized and its output increased to be in harmony with its modernized output.

Some Parts Can Be Purchased

By the purchase, on the open market, of certain of these modern devices, machined and assembled, the back-shop may be relieved of a percentage of the burden of manufacture. Outside valve gears, for example, can be purchased and applied without any very great increase in shop work or costs over a link motion gear which may require a large amount of renewal of parts and is not satisfactory on large engines.

Before such work is begun, each class of available locomotive is given serious study to determine to what extent it is advisable to increase its capacity or efficiency and the reason for each class of improvement based upon expected results in increased efficiency.

With a well-considered program prepared, it becomes necessary to compile careful estimates to determine the interest returns on the in-

vestment in tools and improvements to power. Although we may have a satisfactory foundation upon which to reconstruct our modernized engine, it often becomes necessary to renew many small details that would be over-stressed—as, for example, crank pins, main axles or portions of the frame—and this may represent a respectable proportion of the total investment involved.

A Move Toward Standardization

We also have another factor which exerts its influence in determining the reconstruction program. A road may operate a satisfactory class of engine which on later orders has been redesigned to accommodate superheaters with larger cylinders and reduced steam pressure, so that it is a wise policy to have the superheated types serve as models when reconstructing the saturated ones, and thus reduce the number of classes, including the storehouse stock and patterns.

As an example of this, when Pacific type engines Nos. 1031-1048 and 1054-1068 were superheated they were also equipped with Walschaert valve gears, larger cylinders and



No. 673 Superheated and With Universal Valve Chest

main axles, so that they are now duplicates of engines Nos. 1069-1138.

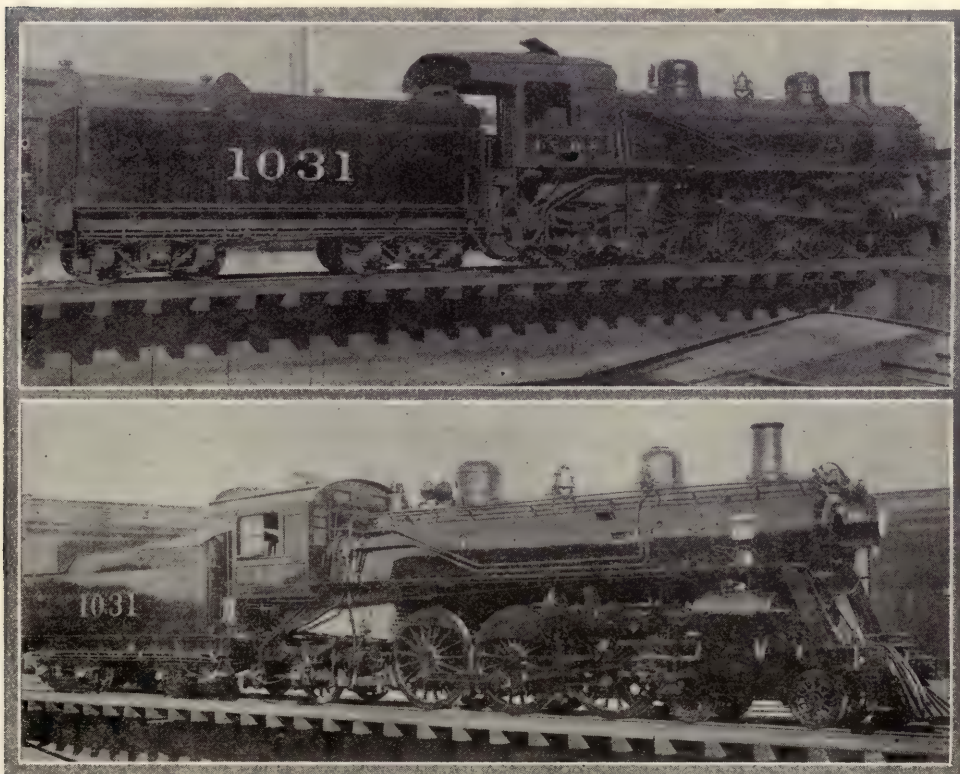
Also, Pacific type engine No. 1000, with some change in boiler and with cylinders bored to 25 inches in diameter, will be in the same class as engines Nos. 1069-1138.

Disadvantages of the Slide Valve

Engine No. 1031 was the first engine that

was superheated according to the program. Like the other Pacific types in this class, it was originally fitted with piston valves and link motion valve gear.

The engines in series No. 541, No. 651 and No. 2001, however, have the ordinary slide valve, which does not operate well under superheated steam for the reason that the cast iron



No. 1031—Ancient and Modern

of which the valve is made warps under the great difference in temperature. In addition, its large flat area does not lubricate well. Some roads have experimented with brass slide valves, with indifferent success, and have finally had to adopt an outside steam pipe connected to a special design of steam chest fitted with a piston valve having outside admission. Another disadvantage of the slide valve is the fact that the original steam passage in the cylinder saddle must be used, and this results in cracked cylinders.

A Saving in Coal and Water

The range of temperature for an engine operating with saturated steam is from, say, 60 degrees Fahrenheit for a cold engine to 388 degrees Fahrenheit under steam at 200 pounds per square inch, while this latter temperature may be as high as 600 degrees with superheated steam. Cast iron in certain forms is

liable to fracture when subjected to the high temperature range which is obtained with superheated steam.

The reason for superheating locomotives is that the saving in coal and water is sufficiently great to warrant the cost of application and the increased maintenance cost of an additional appurtenance as represented by the superheater. A conservative saving in coal is about 20 per cent and in water 25 per cent, as compared with the same engine operating on saturated steam. In general, the lower the steam pressure, the greater the economy resulting from superheating.

Here Is Our Superheating Program

Our superheating program will be readily understood by the data in the table below, which also indicates some of the results obtained by modernizing other details, as valve gear, valves, etc.

Engines By Class	Engine Numbers	Number of Engines In Class		Cylinder		Steam Pressure		Tractive Effort, Lbs.		Remarks
			Super- heated	Before	After	Before	After	Before	After	
Mogul	541- 598	58	22	20x28"	same	200 lb.	same	30,222	same	Had slide valve Changed to inside admission
Consolidated 641- 644		4	4	22x26"	same	200 lb.	same	41,846	same	
Consolidated 651- 785		135	27	20x28"	same	200 lb.	same	33,699	same	Had slide valve
Atlantic	1001-1026	26	26	20x28"	21x28"	200 lb.	185 lb.	24,101	24,573	Had slide valve
Pacific	1000	1	1	20x28"	24x26"	200 lb.	180 lb.	25,386	30,551	Had slide valve
Pacific	1031-1048	18	16	22½x26"	25x26"	210 lb.	180 lb.	31,327	33,150	Same as 1054-1068
Pacific	1049-1053	5	5	22x28"	24x28"	210 lb.	180 lb.	29,920	32,046	
Pacific	1054-1068	15	14	22½x26"	25x26"	210 lb.	180 lb.	31,327	33,150	
10-Wheel	2001-2044	44	26	19½x26"	same	180 lb.	same	21,922	same	
Totals.....	8 Classes	306	141							

How We Picked Up \$11,000 Extra in April

By R. B. GOE,

Supervisor of Weighing and Inspection

Reweighing and inspection on the Illinois Central System in April increased freight revenues \$11,610.23. Of the total LCL tonnage reweighed, 11.6 per cent increased revenue \$3,860.11, while of the 31,729 shipments inspected 2,777—or about 9 per cent—were found misdescribed and revenues were increased \$7,750.12.

In order to assess transportation charges correctly as required by law and to apply lawfully published classification and tariff provisions, it is highly important that all freight offered for transportation be correctly weighed and described.

Description means the kind of commodity, how packed, crated, knocked down, set up, etc. Misdescription of freight is a misrepresentation of facts which permits, in many instances, transportation of freight at less than tariff

rates, increases liability of the carrier and promotes undue advantage to the shipper.

Recent observation indicates the tendency toward misdescription is greater at this time than for a number of years past, and there is a greater necessity for close inspection of all freight at forwarding stations where such inspection should be made; however, the fact that inspection should be made before freight is received does not relieve the delivering agent of the responsibility to collect transportation charges on the correct description when the shipment is found improperly described.

Practically all the railroads are members of one or more of the various weighing and inspection bureaus, whose functions are to supervise, instruct and enforce uniformity, but in no way to relieve the carrier of the responsibility in the enforcement of classification and tariff provisions.

These bureaus, while not responsible for fail-

ure at receiving stations to weigh and describe freight correctly, are a part of the railroad—are employees of the railroads—and as such should have a large part in the education of station employees in these features. Agents and station employees should not hesitate to call upon them at any time for assistance in the enforcement of classification and tariff provisions.

We have been endeavoring through these agencies and by instruction of station employees to increase efficiency in this direction, and while some progress has been made, as shown by the following tabulation for April by divisions, there is every indication that these important features are not receiving all the attention necessary to insure full protection of our interests:

Divisions	—REWEIGHING—		—INSPECTION—			
	Per Cent of Tonnage Reweighed	Revenue Increase	Number of Shipments Inspected	Number Found Mis- described	Revenue Increase	Total Revenue Increase
Chicago Terminal	10.9	\$ 322.95	274	144	\$ 144.51	\$ 467.46
Illinois	31.	168.30	557	4	21.86	190.16
St. Louis	15.6	485.83	671	58	15.80	501.63
Springfield	3.9	115.28	2,339	78	320.94	436.22
Indiana	14.3	452.06	4,433	286	878.46	1,330.52
Wisconsin	8.5	40.46	786	52	33.69	74.15
Minnesota	8.5	118.79	990	58	95.64	214.43
Iowa .....	.9	129.90	1,408	57	407.62	537.52
Kentucky	4.1	539.88	5,474	486	793.26	1,333.14
Tennessee	6.4	266.06	1,803	22	160.41	426.47
Mississippi	5.6	97.21	202	4	7.95	105.16
Louisiana	33.4	278.87	2,558	81	203.01	481.88
New Orleans Terminal..	2.1	344.34	3,846	1,282	2,209.12	2,553.46
Memphis Terminal .....	.1	228.42	446	82	2,175.63	2,404.05
Memphis	28.2	111.43	2,635	39	207.68	319.11
Vicksburg	32.9	63.82	2,430	38	57.59	121.41
New Orleans	3.9	96.51	877	20	16.95	113.46
Total	Av. 11.6	\$3,860.11	31,729	2,777	\$7,750.12	\$11,610.23

It is hoped that station employees will continue their efforts and that these important features will be watched so closely that in time

it will be impossible to find a misdescribed or underbilled shipment that originated on our lines.

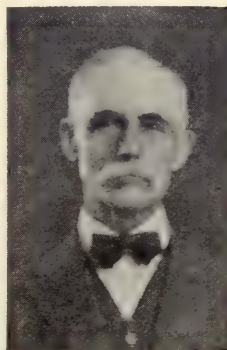
Makes Him Feel Good to See Our Engines

A loyal and faithful employee, now retired, is W. D. Melsa, who was pensioned December 1, 1921, after nineteen years of service as a hostler at Cedar Rapids, Iowa. Mr. Melsa was employed as a hostler at Cedar Rapids May 2, 1902, and continued in the work at that place until October 31, 1921, when a general breakdown in health necessitated his retirement.

"He was a faithful employe and always willing to do all the work that there was to be done," writes his former chief, N. Bell, master mechanic at Waterloo.

Mr. Melsa was born in Bohemia in 1860 and came to the United States with his parents when he was 8 years old. From 1880 to 1902 he was employed at Cedar Rapids as engine inspector and stationary engineer for the B., C. R. & N., now the Rock Island. Then he entered the employ of the Illinois Central.

"I can remember well when the Illinois Cen-



W. D. Melsa

tral had only three engines at Cedar Rapids," writes W. Mueller concerning his friend, "and Mr. Melsa was the whole force. He was interested in his work and desired everything to be right and safe. The engineers admired him greatly, and he still has many friends among the employees.

"Mr. Melsa is suffering from rheumatism, which makes him unable to work, but he comes every week to see our engines. He claims it makes him feel good when he sees our engines."

This Section Home Is Surrounded by a Park

Travelers Admire Attractive 5-Acre Plot of Ground at Ripley, Tenn., Which Company Had to Buy

MANY travelers on the Illinois Central have probably admired the park along the right-of-way at Ripley, Tenn., and have wondered why such a large tract of land should be converted into a beautiful garden. There are about five acres in the park, extending a considerable distance along the east side of the tracks at Ripley.

Looking from the east side of a coach at Ripley, one sees a pretty little section home high on a hill, with a lawn extending gracefully down the slope to the base of the tracks. It is indeed a wonderful setting for a house. The entire hillside has been handled with greatest care. The grass is so thick the blades rub together, and it is kept mowed close to the ground. This rich, green, velvet carpet is dotted here and there with small trees, shrubs and hedge that are trimmed into artistic shapes.

H. L. Ferguson, section foreman, who lives on the property at Ripley, tells the following story concerning the park and land there.

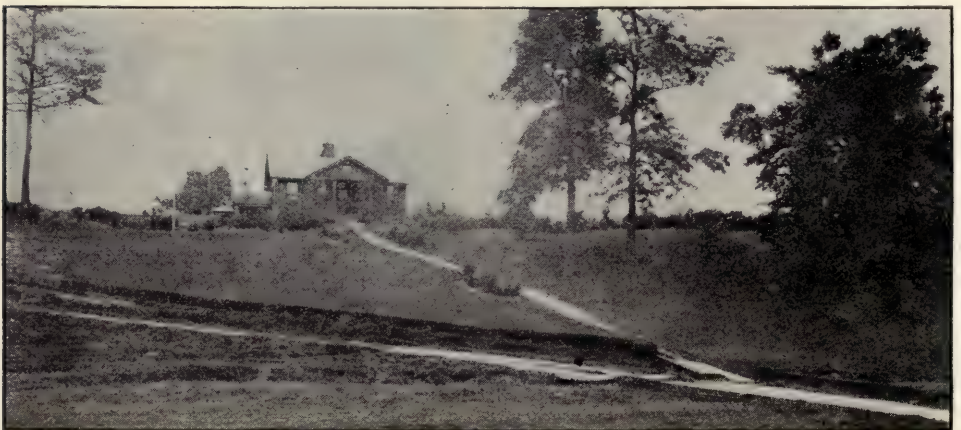
A Mr. Pierson, he says, owned forty acres of land adjoining the Illinois Central right-of-way at Ripley eighteen years ago. When the road was built, a cut through a large hill separated Mr. Pierson's farm from the city. He vigorously protested, but an overhead bridge just for his convenience was too expensive a project for the company to undertake.



H. L. Ferguson and Family

There came a time when Mr. Pierson was elected to a prominent office in the administration of Ripley, and he lost no time in making arrangements to use his office to force the Illinois Central to build an overhead bridge from his land over the tracks to one of the streets of Ripley.

Realizing the expense of such a structure and the probability of being forced to construct it, the Illinois Central purchased the



The Section Home of H. L. Ferguson



Another View of Our Park at Ripley, Tenn.

farm from Mr. Pierson. The price paid for the land was undoubtedly much less than the bridge would have cost, Mr. Ferguson says.

The old Pierson home served as a section house until 1914, when Mr. Ferguson became the section foreman at Ripley. The house was a poor shelter and was at an inconvenient place on the land. After living in it two weeks, he persuaded the company to build the present section home on the most desirable site.

Mr. Ferguson does not allow the thirty-five acres that are not in the tract to lie idle. He cultivates eighteen acres and uses the remainder as pasture for his stock.

There is a strawberry patch of six acres, and this year it produced 221 crates of the berries for the market. Twelve acres planted in cotton last year produced eight bales. Last year the land produced sixty bushels of potatoes.

In the pastures, Mr. Ferguson has two mules, one horse, three milk cows, one heifer, one calf and six hogs.

Mr. Ferguson does not have the time to cultivate much of the land himself. After he finishes his section work, he does not have more than enough time to attend to his little garden. He hires negroes to work for him. The old Pierson home serves as their shelter.

When the company built the new section house, plans were made to tear down the old

Pierson home, but Mr. Ferguson asked permission to keep it in repair to be used by his help. The negroes paid him \$5 a month rent, and he used that money to keep the building in good repair.

Plans are under consideration, Mr. Ferguson says, to make the park even larger than it is now.

FOUND A LOST HAT

A woman's hat blew out of the window of a coach on No. 14 as it was approaching Iowa Falls, Iowa, June 23. Road Supervisor H. Huffstutter, who was on the train, informed the owner of the hat that a special effort would be made to recover it for her. She gave him her address as Farley, Iowa. When No. 14 arrived at Iowa Falls, Mr. Huffstutter enlisted the services of Sam Craiglow, engineer on a local freight, and George Hutchinson, station baggageman. The three started walking west on the right-of-way in search of the elusive headpiece. Near the 2-mile post, the search came to an abrupt end. There was the hat, and it was only slightly damaged. It was forwarded on No. 28 the next morning to the given address. The owner valued the hat at \$17.50. General Superintendent W. S. Williams wrote a letter of commendation to the employes concerned, praising them for the special effort put forth in this case.

Railroading as Enjoyed by Soviet Russia

Primitive Methods and Worn-Out Equipment Are Common; Delays Are the Rule, Not the Exception

American railway employees who occasionally have the so-called advantages of soviet government in Russia pointed out to them ought to be interested in the following dispatch concerning soviet railway conditions which F. A. Mackenzie, special correspondent, sent to the Chicago Daily News.

ONE afternoon in central Siberia the train on which I was traveling broke down. There was nothing unusual in this. I stepped out of my compartment to discover what fresh thing had gone wrong. What I saw was typical of railway conditions in outer Russia today.

The train had been climbing a moderate gradient, and one of the pins fastening the outer coupling rod had snapped under the strain. The driver was striving vainly to knock the other pin out, but he had no hammer. One of his assistants was trying to cut a beam of wood to fit the place, with some strange idea of using it as a rod. But he had neither knife nor chisel nor saw, and was endeavoring to cut the wood with a cold chisel. He could have done it better with his teeth.

Finally the driver demanded some rope. A length of cord was found. He tied up the broken parts with this, poured oil over it and set out. The cord held until we reached the next divisional point, eight or ten miles away.

While he was making his repairs, I examined his locomotive. It was unspeakably dirty. The painted parts had seen no fresh paint for many years. The machinery may have had lubricating oil some time back, but I could find no trace of it. The thing was a wreck, and yet, wreck that it was, it was hauling the main train on the trans-Siberian railroad.

Railway System Near Collapse

Eight years ago the Siberian railroads were among the most comfortable and luxurious in the world. I traveled on them many times and never desire easier journeys. Today the entire system has almost collapsed. To travel as a passenger you have to obtain special permission from the authorities. The trans-Siberian express now goes only as far as Novo-

Nikolaievsk, about half way. Beyond that, there are supposed to be three trains a week, as far as Irkutsk. Usually there are only two. From Irkutsk to Chita there is one train a week.

After you have obtained permission to travel, you cannot be certain when your train will arrive, or whether there will be room in it for you. You may—unless you are a person of unusual importance—wait for two or three weeks before you find a place.

There are constant delays. The train may be left for one, two or three days in a small station waiting for a locomotive. Once my train was held up for thirty hours at a village where no food was to be had. You may stop all night—as once happened to me—because the engine driver and his crew have finished their day's work and gone away for a rest, food and bed. Then there are breakdowns innumerable. Sometimes you have to wait for coal. Three expresses were waiting at the same time in Omsk station in mid-December for lack of fuel. One of them had waited for a week.

In my journey from Moscow to Irkutsk and back, I covered more than 10,000 versts (6,600 miles), apart from side trips. Our trains rarely exceeded twelve miles an hour. From Novo-Nikolaievsk to Irkutsk, a distance of a little over 1,700 versts (about 1,020 miles), took nearly seven days, or an average, including stops, of less than seven miles an hour.

Coaches Dilapidated and Cold

Many of the first-class cars are old International Wagons-Lits. Their outer paint has all worn off, curtains, blinds and carpets have disappeared, the lavatory basins are broken and unusable, the electric light apparatus is wrecked, the bells do not ring, and some of the windows are broken and have been partly replaced by wood. Worst of all, the heating apparatus is worn out. I have traveled for days with the thermometer in the compartment registering several degrees of frost. The old Russian cars are much better in this respect. They are at least warm.

You take your own bed, light and food with you. I found a Primus stove a boon. This is the kind used by every experienced Russian

traveler. You cook your meals in your compartment. Some food, mostly bread and sausages, can be had at many villages.

In central Siberia the peasants will not accept soviet money. They demand matches, salt or cloth in exchange for food. Hot water can be had at most stations. There were a few railway restaurants open when I crossed eastward. Most of them had closed when I returned.

I saw much of the railway men on my journey and traveled for some distance in a railwaymen's car, an old third-class compartment, where we were packed like herrings in three tiers of wooden benches, one atop of another. The compartment was dark even in daylight, for there was nearly an inch of ice inside the double windows. The men talked freely about their lives and ways. They are anything but contented, and do not hesitate to say so.

Slow Pay for Railway Men

The railway services in the Russian republic are today semi-militarized. The men are not allowed to leave their employment. They are paid, or are supposed to be paid, by the state. They are subject to special discipline, with a special branch of the cheka (the much feared political police) to watch them, and a special traveling judiciary to try and sentence them.

Last November, when soviet money began to approach the exchange rate of 250,000 rubles to the dollar—it was over 500,000 rubles to the dollar before I left—the government announced an increased scale of railway wages and allowances. The men were to be paid at a rate averaging about 200,000 rubles a month in money, fifty pounds of flour and other rations of food.

A special advance payment of 100,000 rubles per head (about 25 cents) was made right away. Then came a long wait. When I last inquired, late in January, no more wages had been received, and part of the November food ration was just being issued.

"The worst of it is that we are not allowed to leave and find other employment," one man told me. "A number of the young fellows have done a bunk and got away. If they are found, they are brought back and imprisoned as deserters. But we married men cannot do that. I would be off to a flour mill at once if I could. You can always take enough grain away from there for the children's food."

"How do you live, if you are not paid your wages?" I demanded.

"I do like many others. I buy goods, usually government monopoly goods, for they are scarce and dear, in the town, and take them to the country. I exchange them with the peasants for food. I take that back to town and sell it at a profit."

This plan, I found, is general among the railway men. One guard on a through express showed me his stock. He took his wife with him, the two occupying a big compartment, although a number of passengers had been left behind for lack of room. The lavatory attached to the compartment was stocked up. Salt was this guard's medium of exchange. The country people are clamorous for salt. The wife did the bargaining with the peasants, so many pounds of salt for a goose, so many for a sucking pig, and so on.

Bribery for Train Compartments

Another way in which the railway men live is by extortion. If you wish to make sure of a place in the train and are not a high official, you first see the station master, the booking clerk and the conductor, and some money changes hands. The man who gives the bribe is liable to heavy punishment. But the man who does not is very often left behind. A greedy guard will fill the corridors of first-class compartments.

The government attempts to improve the service by harshly punishing the men. What is really wanted is the payment of their wages, better organization and supervision and an increase in the skilled staff. Big sums are being spent on new locomotives from Germany, while there are hundreds of locomotives going to wrack and ruin in sidings at the main stations that could be restored to good service were there skilled men and machinery to repair them. Something, I admit, is being done in the way of repairs. At the present rate of progress it will take four and a half years to mend the engines now disabled.

The punishments of the men are severe and would produce immediate rebellion on any American road. I came across two sets of cases in one week. A mail train was held up for three days at Novo-Nikolaievsk, waiting for a locomotive. The temperature was about 20 degrees below zero and the cars froze so solidly to the rails that it was found difficult to get them away. The assistant station master and one of his subordinates were held to blame for this. He received a month's imprisonment, and the subordinate ten days.

One of the repairing shops at Omsk caught

fire. When the fire extinguishing apparatus was brought out it was found that the pipes were rotten and the engines worthless. The fire was accidental, but the man held responsible for it received a sentence of five years' imprisonment. The head of the fire department was sent to prison for a year, and some of his helpers for lesser terms.

Cheka's Spies Abound

Spies of the cheka are sent among the railway men to obtain evidence of corruption. One woman spy told me that she procured evidence that resulted in death sentences for five railway men on a specially corrupt branch line. Her only regret seemed to be that fifty-five had not been convicted.

At Omsk I did not see the station master myself but sent some one for my tickets while I personally guarded my luggage. The station master was so careless that he neglected even to read my official authorization,

or he would have realized that it was not safe to hold me up. His clerk raised some minor objection about the signature on my papers and would not issue the tickets. A few hundred thousand rubles no doubt would have settled the matter, but I was not there to give them. The train went off without me.

Immediately the higher authorities heard of this, orders were issued for the station master's arrest. Other charges against him quickly transpired, and he was brought to trial. It was proved that he had accepted two bribes, the equivalent of about \$20 altogether. The government prosecutor demanded a death sentence; he received a sentence of five years' imprisonment.

The Moscow government has just appointed a new chief of the Russian railroads, the man who up to last December was supreme organizer of the cheka, the most dreaded and merciless man in Russia.

Our Yards Are Kept Busy at Mounds, Ill.

By W. WICKER,

Acting Trainmaster, Mounds, Ill.

O. O. McIntyre, the New York human nature writer, remarked that on his late Western trip he was unable to see some of the Western towns on account of their being hidden behind a box car. Had he passed through Mounds any day in May he would have experienced the same difficulty, since that town was hidden by several thousand cars of every description.

About thirty-two years ago a few tracks were laid out in Mounds and facilities begun which were thought to be adequate. This was at a time when cars between the North and South were transferred in boats across the Ohio to East Cairo and across the Mississippi to Bird's Point, Mo. The Cairo bridge, later completed by the Illinois Central for a single track, has been taxed to its capacity for many years past, and now double tracking has become necessary and is in immediate prospect.

These yards have been expanded year by year, until at present they extend from Villa Ridge to one mile south of Mounds, or a distance of approximately four miles. Part of this distance has a complicated network of thirty-two tracks side by side, with new round-houses, shops, coal chutes and offices enlarged and rebuilt from time to time in an effort to keep abreast of the steadily increasing volume of business between the North and South.

Figures are not uninteresting when they prove something; therefore, the following are submitted for May, 1922:

Mounds used 7,858 tons of ice, icing 5,474 cars. In May, 1921, Mounds used 4,098 tons, icing 3,675 cars.

The transfer shed handled 4,329 tons of merchandise, 670 cars, in May, 1922, compared with 3,571 tons, 586 cars, in May, 1921.

One old negro employee said: "I'se gwine vestigate my money in a piece of land. Hain't no use for me to work for old man I. C. no more. I'se been working hard for him comin' on eight years, and he ain't never ketched up yit."

His version of activities is not far wrong when you consider the following:

Total number of cars handled, May, 1922, 162,304; May, 1921, 104,237; increase, 58,067.

Total number of trains run, May, 1922, 1,485; May, 1921, 921; increase, 564.

A large number of these loads were southern vegetables requiring re-icing and re-consignments. This complicated the movement and necessitated a small increase in the yard and station force. There was considerable new coal business moving north from the Kentucky mines on account of the miners' strike, and the East Cairo district was taxed to its limit during this time. The movement is still in progress.

The following telegram from Superintendent

C. R. Young, dated June 12, is self-explanatory:

"Presume you noticed movement into Mounds, total 976 cars, which has been exceeded only five times since 1911, and the movement out of Mounds-Cairo district, 1,173, which has been exceeded only once since 1911. Peak movement into Mounds last 11 years was 1,191 cars, April 6, 1916. The peak movement out of Mounds was 1,249 cars, June 23, 1917."

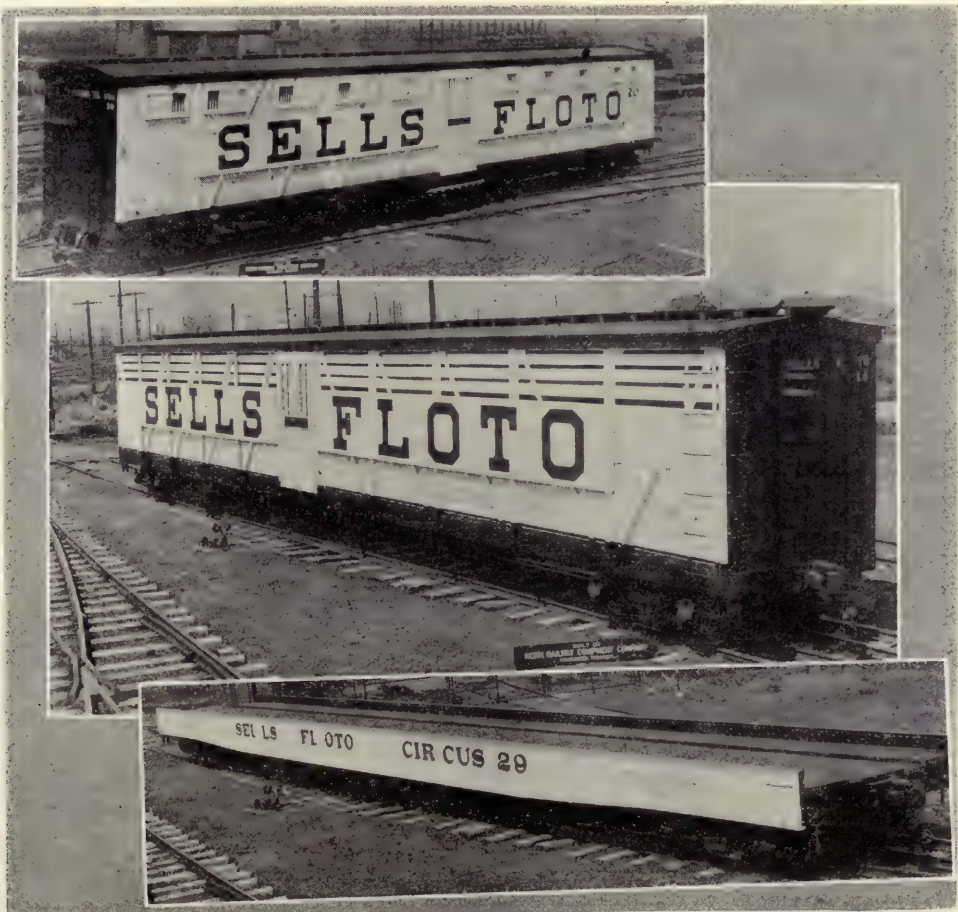
It develops, by reliable information, that on

our lines in Louisiana and along lines of our connections in Texas and the Gulf states there is a growth in the vegetable and fruit industry that promises an even greater bulk of high class business in the future.

During the high water, Mounds handled both passenger and freight business in solid trains for roads less fortunate than ours, some of which were forced to use our rails for as long as two weeks at a time.

The strawberry and vegetable express movement was unusually heavy this year.

Something Up-to-Date in Circus Trains



Here are views of a modern all-steel circus train recently built for the Sells-Floto Circus Company by the Keith Railway Equipment Company of Chicago, whose shops are at Hammond, Ind. All the cars are enameled in white and lettered in turkey red, with black shading.

They are 70 feet long, 8 feet 11 inches wide and have a capacity of 80,000 pounds. They are equipped with American automatic hose connectors.

The flat cars, capable of carrying five loaded circus wagons, are equipped with Klasing hand

brakes and possum bellies for handling ropes and tools.

The stock cars, 13 feet $3\frac{1}{4}$ inches high at the eaves, are equipped with stalls, collar carriers and automatic feed troughs to accommodate thirty-four horses; one car is equipped with a partition and double deck twelve feet from the end to accommodate nineteen ponies in addition to twenty-eight horses.

The elephant cars, 14 feet 2 inches high at the eaves, are decked at one end to accommodate ten ponies and also divided into two spaces by a partition to carry four camels and eight elephants. Each car has ten windows on each side barred and screened for ventilating. They are equipped with steam line, air signal line conductors valve and rolled steel wheels for passenger service.

No class of freight is so hard on railway equipment as circuses. For instance, all circus flat cars, in addition to the regular flooring, are lined with 3-inch oak plank, upon which the wagons are run. So heavy are these loaded wagons that this oak lining seldom lasts more than six weeks, when it must be replaced. Even the heavy steel plates laid between the flat cars, over which the heavy loaded wagons are run, have been known to bend and give way under the weight of these wagons. Not only are the loads hard on circus cars, but the train, being a combination train generally of flats, stock and coaches, requires skillful handling. Some shows have been known to shorten the season on account of the deterioration of their railway equipment.



*Open mines, Missabe Iron Range,
Hibbing, Minn., largest in the
United States.*

*Photo-
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Editorial

A CREED OF COURTESY

In every room of a downtown Chicago bank there hangs a sign which reads:

"Our creed: To be obliging to our customers; to render full service to every patron; to remember that gentleness and kindness will win the respect of those with whom we come in contact; never to forget that our customers are responsible for our business."

We believe that is an excellent definition of the spirit which should guide the officers and employes of a railway system, and we offer it, without further comment, to our readers.

PUBLIC OPINION

"Public opinion is often like a fire department. Some one must turn in the alarm, or it will come too late. Some one must arouse it; some one must keep it awake; some one must interpret it. . . . Otherwise, public opinion would be helpless."

The foregoing, from an editorial in the *Chicago Herald and Examiner* of July 6, brings to mind the obligation we as railway men have for arousing public opinion in behalf of measures which will strengthen the railroads and make them better able to serve the public with transportation. The writer of the editorial declares that there is a popular fallacy that public opinion is always self acting, incapable of error, certain of result. Perhaps we often fall into the error of sharing this view.

Public opinion might be compared to a fire, which will soon die out if we do not add fuel to it. We are the tenders of the fire, so far as public opinion about the railroads is concerned. We are in touch with railway problems; we meet these problems every day in our routine of work; to us belongs the duty of keeping the public advised about them. The public is ready to listen to us, as railway men, when we speak of the problems of transportation.

The one thing which the railroads of the country most greatly need is the friendship of the public. We can help to bring about that condition, not only because we are part of the public, but because the other people who help to mold public opinion are the people who

ride on our trains, who ship, or receive freight shipped, over our lines. We meet and deal with them every day.

OUR PENSION SYSTEM

The attention of our readers is directed to the statement on our pension system by President Markham published on page 131 of this number. Our pension department recently passed its twenty-first birthday. Up to date it has paid out to retired employes nearly two and one-half million dollars.

The money paid out in support of our pension system is a good investment for the railroad. It is right to reward faithfulness and loyalty of employes who by their continuous service eliminate the wastefulness which results from constantly training new men for the various positions.

President Markham has said, upon numerous occasions, that he is proud of the asset which the Illinois Central System has in its loyal employes who have been long in the service of the railroad. We are a big family, gathered together to do an important work, and we should promote the interests of one another in every way that we can consistently.

We believe the employes of the Illinois Central System, especially those whose pension rights, as a result of long and continuous service, are of considerable cumulative value, deeply appreciate the pension system. It has been a comfort to many employes who face old age or who have become incapacitated. All of us who have a number of years' service to our credit value our pension rights highly.

CONSTRUCTIVE REGULATION

Transportation is so vital to the public welfare that the business of performing transportation service should be supervised by governmental agencies. Railway men do not object to that. Their objection is to the one-sided tendency which regulation has assumed in the past. To safeguard the public's interest, it is important that the railroads should be permitted and assisted to function without unnecessary restrictions and to finance extensions to and improvements in their plants.

PUBLIC OPINION



What the

World Thinks

WATER COMPETITION

On every hand, even from quarters where there should be deeper thought and fuller information, we hear the plea for increased facilities for water transportation because "carriage by water is so much cheaper than by rail" and because "the railroads, when the great volume of traffic comes with revived business, will not be able to handle it adequately, because of the condition of their equipment." This, of course, is not the only argument made in favor of this or that waterway improvement, but it is, at least, one of the principal arguments. One hears it in connection with the proposed St. Lawrence Canal, with the proposed deep waterway from the Great Lakes to the Gulf, with the government barge line on the Mississippi and Warrior rivers, and with other similar, though less important, projects.

We hold no brief for the railroads nor for rail transportation as against water transportation, except as water transportation, or any other form of competition, may be aided by government at the expense of the taxpayers. But we are interested in transportation. We say that, no matter what waterways are created or improved, the principal mode of transportation in this country must always be by rail. We would not suppress all water competition in order that the railroads might thrive, but we would have those interested in the subject stop and ask how rail transportation—on which they must always chiefly depend—is to become cheaper if we use the high rail rates simply as an argument for building up water competition that can only make rail rates higher, if the railroads are to live. And we would have them ask themselves what it is that causes the shortage and bad condition of railway equipment that occasions their worry as to the ability of the railroads to function adequately when business reaches the peak. It is a fact, is it not, that the railroads have not been and are not now being allowed earnings sufficient to replace worn out equipment or keep it in proper repair? Shall we remedy that condition merely by pointing it out, and fostering competition by water and motor truck?

We think even many men who follow trans-

portation as a business do not think deeply along this line. We have seen them applaud speeches of the kind to which we have been referring and heard them speak with approval of this or that water project merely because it meant lower rates. And as for the public—the public uneducated in transportation science—it swallows that sort of thing with avidity, as why should it not? It is for persons who are capable of analyzing the situation and considering it fairly to present the correct view. Let there be water transportation, by all means, wherever there is a real commercial demand and necessity for it; but let us not forget that the failure of our rail lines to function adequately is a thing to be feared, and that our safety lies in adopting measures that will enable them to make a fair profit and thus continue to serve us.—*The Traffic World* (Chicago), June 24.

SPEAKING OF FLOODS

The Y. & M. V. Railroad traverses this country where back water invades its coaches, and the pilots' union kicks like a mule because locomotive engineers are permitted to navigate tributaries of the Mississippi River without a pilot's license.

An adventurous traveler observed a section foreman climb into the train and hitch his skiff behind. The traveler got into the skiff alone, and enjoyed the novelty of being towed by a northbound express—until they reached a higher stretch of track, and his skiff went bumping over cross ties.

Throughout this fight our railroads have rendered notable service. For example: The government had four million sacks stored in a warehouse at Schenectady, N. Y., doing nobody a particle of good. So a trainload was shot along its route to Greenville, Miss., fourteen hundred and fifty miles away. Limited specials sulked on the sidings, and millionaires waited while the humble sacks went by, the shipment reaching our levees in eighty-nine hours—a world's record for the movement of freight. Hard-headed jurors who used to soak the soulless corporations are now holding love feasts and passing flowery resolutions; while

cynics wonder if their Damon-and-Pythias performance will last until the next term of court.—Harris Dickson of Vicksburg, Miss., in the *Saturday Evening Post*, July 15.

TRUCKS AND HIGHWAYS

In the *Illinois Central Magazine* for June, pages 74-75, there was published an excerpt from the decision of the Colorado Commerce Commission in the case of an application for a certificate for the operation of an automobile freight and passenger line in that state. The following is an excerpt from a decision of the Pennsylvania Commission on a similar subject:

"The applicant seeks a certificate of public convenience for transporting property in common carriage, by means of auto trucks, between Huntingdon, in the County of Huntingdon, and Saxton, in the County of Bedford, a distance of about twenty-five miles. The proposed route practically parallels the Huntingdon & Broad Top Mountain Railroad, which conducts a passenger and freight service over its lines between the points stated. The railway company protests this application on the grounds that it is not necessary for the public accommodation, and if granted would only operate to divert greatly needed revenues from the railway company, which would seriously affect its service, since the company is largely dependent upon its local freight revenues for the maintenance of its operations.

"The protestant is a short line railroad having approximately 70 miles of trackage, including its branches, and connects at its northern and southern termini with the Pennsylvania Railroad. It has been furnishing adequate and satisfactory freight service between Huntingdon and Saxton, the terminal points of the proposed auto-truck service, as evidenced by the fact that a number of those vitally interested in such transportation, who in the first instance approved of this application, have since withdrawn that approval.

"It has not been the policy of the commission, nor does it appear just or reasonable, that the commission should sanction or permit either destructive auto-bus or auto-truck competition with trolley or short line railroads, which have large capital investments, and which for years have been furnishing reasonably regular and adequate service to the public. Such competition would certainly curtail and lessen the efficiency and adequacy of the service rendered

to the public by the existing steam and electric carriers, and in many instances would probably result in the abandonment of their operations. It is obvious that the public interest would thereby immeasurably suffer.

"Both the auto-bus and auto-truck service are in an experimental stage of operation, and as a general rule neither has proved to be a satisfactory all-year-round service. The argument so frequently advanced, and earnestly urged in this case, that the permanent manner in which the highways of the commonwealth are being constructed is a recognition of the fact that they are to be subjected to severe usage by the heavy freight carrying trucks is a fallacious one.

"These improved highways are a costly investment, and, if the general public is to get the benefit of them to which it is entitled, the 'heavy freight carrying truck' will have to be operated within statutory prescribed limits and regulations. No method of highway construction has yet been devised that will protect and secure the highway against the destructive ravages of the heavy truck usage.

"The evidence in this case clearly indicates that the public which the proposed truck operations are intended to serve is now adequately served by the protestant, and that the granting of this application would operate injuriously to that service and ultimately result in a less efficient service to the public, and therefore the application will be refused."

CROSSING CAMPAIGN ON

The safety section of the American Railway Association has announced its "Careful Crossing Campaign," which commenced June 1 and will continue until September 1. An intensive campaign in advertising of all kinds in an effort to reduce accidents at railway crossings is to be carried on.

Omaha business men will realize the importance of this campaign by the following figures. The number of motor vehicles registered in the United States was 10,449,785 in 1921 and increasing in 1922—one motor vehicle for every ten persons. There are 252,000 grade crossings in the United States. It would cost \$12,600,000,000 to eliminate them. During 1920 there were 3,012 automobiles struck on grade crossings. In these accidents 1,273 persons were killed and 3,977 were injured. The "stop, look and listen" sign, if carefully scrutinized before crossing a rail-

way track, will decrease the number of accidents. C. H. Markham, president of the Illinois Central Railroad, is using all his influence as head of a great system to make the campaign a success.—*Omaha (Neb.) Chamber of Commerce Journal*, June 10.

COMMENTS OF A RAILROAD MAN

I have been railroading since 1879;

I have pleased and displeased people ever since;

I have been cussed, discussed, boycotted, talked about, lied about, lied to, hung up, held up and helped up.

The only reason why I continue in the "profession" is to see what the hell is going to happen next.—*Exchange*.

HOW RAILROADS PROFITEER

The only reason why the Federal Reserve Bank System isn't squeezing the life out of us is because the railroads have already squeezed it out. If that isn't true, neither are a lot of other things you can hear these days from persons who ought to know better. An illustration of how railroads have been profiteering upon the helpless public is shown in a recent report of the Illinois Central. The report shows that last year that road paid 23 per cent more taxes than it did dividends.

But it did pay dividends. There were some railroads that didn't pay any last year. But the Illinois Central paid to its stockholders 4.48 per cent of its income for dividends and 5.54 per cent for taxes. The taxes were more than twenty-nine times the salaries paid the general officers of the road. These officers got only .19 per cent of the income of the road—less than one-fifth of 1 per cent.

There were some other startling features in the report. It will be a strain on the credulity of some that the dining-car service cost the road .62c out of every dollar of expenditure to run, and brought in but .58c per dollar of revenue. In short, the railroad lost money on the service.

According to the report 93 per cent of operating cost goes for wages. In maintenance of equipment 66⅔ per cent goes for wages, while in maintenance of roadbed, buildings and bridges 54.7 per cent of the outlay went for wages. Over 70 per cent of the income came from freight service.—*Dallas (Texas) Morning News*, July 15.

A CONSTRUCTIVE POLICY NEEDED

Intelligent Americans in all walks of life would do well to do some open minded thinking on the situation of the railroads.

All railroads are not in the same condition, but all are affected and gravely affected by conditions which public opinion and public action have subjected them to. If these conditions are conducive to the public welfare, the railroads will have to submit to them, regardless of their fate as private enterprises. But if they are not conducive to the public welfare it is to the public interest that they be corrected or abolished.

It is certain that a marked deterioration of the railroads, the American system of transportation, would affect seriously, if not fatally, the prosperity of the whole American people. Railroads are the arteries of commerce and we can no more have prosperity if our railroads are inadequate and inefficient than the human body can enjoy health with its arteries in bad order. If we lived in a primitive agricultural state, such as existed in ancient times and persists in remote parts of the world today, we, or a part of our population, could subsist without transportation by each raising his own and his dependents' food and providing his own and his family's clothing and shelter. But we do not live in such a backward stage of human evolution. Not only the city dweller but the farmer himself depends upon transportation for what have become necessities. As soon as transportation is touched, every man, woman, and child feels it, the farmer, the mechanic, the clerk, the business man, the professional man. The producer cannot sell his produce, the consumer cannot obtain what he needs and does not produce. An inadequate system of transportation means deprivation for every individual in the country and a general slowing down of all the activities which give us prosperity.

This obvious and basic fact has been pretty well ignored during the last generation. The railroads have been looked upon simply as private money making enterprises and there has been a persistent effort to restrict their freedom of action and reduce their earnings and profits to a minimum. The farmers have attacked them; business men as shippers have attacked them; labor has attacked them. A generation ago a system of government regulation was set

up under which the income of railroads was restricted through the fixing of freight and passenger rates. In 1916 a law was passed regulating the payment of wages under the guise of establishing an eight hour basic day. Finally a railway act now limits the rate of earnings.

It is true that evils grew up while railroads operated without regulation, such as the rebate evil and forms of bad financing and manipulation of stock issues. It is true that railroads partake of the nature of monopolies and that some measure of government regulation of their activities is necessary to prevent the imposition of exorbitant charges on the public, the absorption of undue profits, the neglect of public service. But it is as essential to the public interest that the railroads should be permitted and assisted to function properly, to keep efficient as common carriers, to have rolling stock and equipment enough to serve our needs, and to extend their lines when required, as it is to prevent them from overcharging us or putting too much money into private pockets at the expense of their proper development as public agencies.

Our fault has been that we have not studied the problem of the railroads from both sides, or rather from all sides. We have not seen it in the round, as a unit, which it is. Our policy has been restrictive instead of constructive, to check but never to assist. Politicians have ridden into office on movements for restrictive laws, never by proposing laws or policies which, while preventing railroads from exploiting the public, assisted them to serve the public.

As a consequence of this one sided course of action pursued for many years, there is no doubt that the American railroads, which once were without rivals in the world, both for efficiency of service and moderateness of charge, have been retrograding and are still retrograding. They are between two millstones. On the one hand a government agency with full power to restrict income has followed a policy which has kept income restricted to a minimum. Furthermore congress has now passed an act which sets a limit of $5\frac{1}{2}$ and 6 per cent return upon railroad investment, while other securities of the solidest variety in public and private enterprise yield as high as 8 per cent, and more speculative but attractive forms of investment do even better. On the other hand, the railway act does not provide equally mandatory

safeguards against undue pressure upon the railroads. It provides a method of peaceful adjudication of wage disputes, but the findings of such adjudication may be ignored and are being ignored at this time. It leaves one agency, the Interstate Commerce Commission, to fix income, and another, the Labor Board, to suggest but not impose wages, and while the former body is assumed to take into account expenditures, the disparate treatment of what is one problem is not likely to produce satisfactory results. In other words, the government restricts income, but not outgo, and has no constructive policy which it is ready to enforce to assist the efficiency and expansion of our transportation system.

Advocates of public ownership may watch the operation of this one sided policy with satisfaction, but the result will be to make private ownership impossible. That is a very wasteful, unjust, and demoralizing method of adopting public ownership. It will not only cheat legitimate investors in railroads, but it will cost the whole country heavily through the effect upon all production of a gradual deterioration of transportation facilities. If we wish to try the experiment of national railroads, in spite of what we know of the inferiority of nationalized transportation in other countries and what we ought to foresee of the evils of an enormous bureaucracy, let us establish that system at once by appropriate legislation. That would be fairer and cheaper in the long run.

But certainly, if we are to have private ownership and operation, we must adopt a policy under which railroads can attract capital seeking conservative investment, and in an amount sufficient to provide means for expansion in proportion to our growing needs. Capital will not go into railroads if profits are limited and losses unlimited. The Esch-Cummins law, if enforced, will be a long step toward balanced policy. But it will not work unless the business community and the powerful organizations of farmers and wage earners see the railway situation and railway policy as a whole.

There is, however, another phase of the railway problem under private ownership which is fundamental. So long as employees have only a wage interest in railway earnings, they must and will engage in persistent struggle from that point of view. That is natural. It cannot be avoided except by a policy which shall give to employees the point of view, not only of wages, but of profits; that is, by making them part

owners. As wage earners, merely, they have an interest in gross earnings, an interest not always clear because overshadowed by the struggle for immediate advantages in the form of wages. But their interest in net profits, though it exists, since profit to capital is essential to the success of an enterprise and therefore to its continuance and to its ability to pay good wages, yet this is indirect and likely to be ignored by most employees.

But if employees could be brought in as part owners they would see more clearly their stake in successful operation and even in the adjustment of the wage factor to the economic necessities of the whole enterprise.

How to bring in the employee is not an easy problem, but it is a crucial one and, we believe, possible of solution if a serious attempt is made to solve it.—*Chicago Daily Tribune*, July 20.

SUGGESTS A REMEDY

I believe the real railway problem that confronts you today is: How are you going to put the railroads in such shape that they can

furnish to the country the transportation which you will need?

The railroads in the United States were paid for by private capital, and were built up and developed by the hard work and enterprise of their managements and employees. They are rapidly coming back to that old-time efficiency through the efforts of these same men; but unless the railroads are relieved from hostile and restrictive legislation by which they are now hampered, with the assumption of authority without responsibility by governmental bodies, you are not going to have an efficient machine to call upon.

Let the managers manage, and hold them responsible. This means restoring to the directors and officers of the various railway companies the administrative and managerial powers measuring up to the responsibilities that are placed upon them. If we can get that I know we can win out and save this country from the calamity of government ownership.—*From address by Colonel James A. McCrea, vice-president, Central Region, Pennsylvania System, to the Chamber of Commerce, Pittsburgh, Pa.*

A FEW FACTS ABOUT FLIES.

Accepting the conservative statement that one fly lays 100 eggs at a time, and that this brood of new flies produces another brood in three weeks, that fly might have 2,147,483,648,000,000,000 descendants from one batch of eggs alone.

But the fly will lay many more batches of 100 eggs at a time during the season, and the total must be multiplied by those scores.

If all the flies in the world bred unchecked for a summer, they would exceed the world in bulk.

The fly is responsible for spreading typhoid fever, tuberculosis, cholera, summer diarrhoea, summer dysentery, cholera, morbilli, infantile paralysis, and many other diseases.


Experiments by the Agricultural Experiment Station at Storrs, Connecticut show that one fly carries 6,000,000 bacteria at once.

A total of 100,000,000 flies are lost every generation through diseases spread by the fly.

THE FLY

—THE WORLD'S GREATEST MURDERER—

A. J. WARE, M.D.
COUNTY HEALTH OFFICER, WASH. COUNTY.



IN 1915 WE HAD IN MISS.

Disease	Cases	Deaths
Typhoid fever	6164	620
Scarlet fever	433	2
Malarial fever	153707	1492
Spinal Meningitis	67	4
Infantile Paralysis	55	3
Dysentery	1924	355
Poliomyelitis	15831	1535
Tuberculosis	8089	2706
Diphtheria	1152	152
Small-Pox	2468	9

TOTAL DEATHS FROM PREVENTABLE DISEASES 6878

"WILL YOU WALK OUT OF MY PARLOR?"
SAID THE SPIDER TO THE FLY
YOUR FEET ARE FULL OF TYPHOID.
AND I DO NOT WISH TO DIE."

The danger from flies is well illustrated in the drawing shown above, which is prominently displayed in the white waiting room of the Greenville, Miss., passenger station of the Y. & M. V. The drawing was worked up by Dr. A. J. Ware, health officer of Washington County. It measures 48 by 68 inches. While the date of the picture is 1915, the conditions have not changed materially in many places.

Maintenance
of Way
Department

Material Means Money

Save It

Cross Ties

**Nature has worked years to produce
the tie destroyed in minutes.**

—Poor Richard III.

The cost in place of all ties used on the Illinois Central and Yazoo & Mississippi Valley railroads in 1921 represented more than 22 per cent of all expenditures chargeable to maintenance of way and structures.

The total cost of cross ties, exclusive of switch and bridge ties and not including the cost of applying them to track, was \$3,179,-222.27 on the Illinois Central and \$892,068.10 on the Yazoo & Mississippi Valley, a total expense to both roads of \$4,071,290.37, the average cost per tie being \$1.55.

On an average, six cross ties were used each minute twenty-four hours a day for 300 working days a year, while the total expense for all ties, including switch and bridge ties, was more than \$20,000 a day, or 11½ cents every time the clock ticked. If the 2,629,050 cross ties purchased in 1921 were placed end to end they would make a line nearly 4,000 miles long, or more than four times the distance from Chicago to New Orleans.

Possibly no feature of railway maintenance

will permit of greater economy than the use of cross ties, as carelessness or neglect in handling ties results in abuses which tend either to destroy the ties or greatly shorten their useful life. Some of the commonest forms of abuse of ties are as follows:

Driving picks into ties when handling or placing them in track.

Failing to apply plugs in spike holes in ties.

Pounding ties in line with a maul when they are not square with track.

The use of ties as bumping posts in stub tracks.

The use of ties for blocking material on cars.

Piling ties on low ground, where they are washed away.

Leaving ties in weeds on right of way, where they are destroyed by fire.

In addition, extreme care should be exercised to see that no ties are removed from the track before full service has been obtained from them. Also, every effort should be put forth to avoid respiking ties, as in the case of laying rail before tie plates are applied, which often necessitates pulling spikes later on when plates are applied.

A material saving in the cost of ties will be accomplished by careful observance of the suggestions above as well as the instructions given in the Book of Rules.

A Day's Supply of Cross Ties



Sports Over the System



Members of the Power House Team, Illinois Central System League, Memphis, Tenn.: Standing, left to right—R. E. Hair, 3b, yard clerk; C. J. Chase, p, clerk, local office; Dixon, ss, clerk, local office; F. M. Wilborn, rf, manager, clerk, local office; Holt, c, switchman. Sitting, left to right—P. Arnold, 1b, clerk, local office; B. Weeks, p, Grand Central Station; Wood, cf, Grand Central Station; John Mapp, 2b, clerk, local office; Maupin, lf, clerk, local office; Stevens, utility, clerk, local office.



Members of the Shop Team, Illinois Central System League, Memphis, Tenn.: Standing, left to right—A. J. Nix, cf, machinist; C. J. Miller, c, machinist apprentice; T. B. Warcaster, 2b, machinist; Victor Locardi, lf, boilermaker; H. McAdams, utility, electrician. Sitting, left to right—R. L. Stokes, 3b, stockman; J. Carpenter, 1b, machinist apprentice; A. E. Owens, p, stockman; T. Harlan, rf, call boy; E. L. Gruber, manager, pipe shop foreman; I. Moore, ss, machinist apprentice.



Members of the Local Office Team, Illinois Central System League, Memphis, Tenn.: Standing, left to right—L. Tripp, cf, clerk, outbound freight house; L. Tony, rf, clerk, inbound freight house; T. D'Hogne, cf, accountant, local office; L. Halley, 1b, clerk, outbound freight house; D. Walsh, 3b, clerk, local office. Sitting, left to right—R. C. Hudson, 2b, manager, clerk, local office; H. D. Morgan, ss, clerk, local office; Joe Balch, lf, clerk, revising bureau; J. Halley, p, clerk, local office; Leo Arnould, c, clerk, traffic department; R. E. Ligget, 2b, clerk, local office.



Members of the Outbound Team, Illinois Central System League, Memphis, Tenn.: Standing, left to right—E. B. Tygart, lf, clerk, special agent's office; Kinney, 1b, special officer; K. Evans, rf, clerk, outbound freight house; F. Evans, utility, clerk, outbound freight house; F. Parks, ss, clerk, outbound freight house; C. Worley, cf, clerk, traffic department. Sitting, left to right—Kyle, rf, clerk, outbound freight house; Moltedo, 2b, clerk, outbound freight house; Jefferson, p, clerk, outbound freight house; Nuesch, 3b, clerk, outbound freight house; Cross, p, clerk, traffic department; Long, c, clerk, revising bureau; Dunkin, manager, special officer.

A Winner at New Orleans

The Illinois Central baseball team of the local freight office at New Orleans is maintaining its reputation gained last year while champion of the Transportation League. Out of twelve games played this season, the freight office players have won nine, lost two, and tied one. They recently defeated the Y. M. H. A. baseball team, being awarded a handsome loving cup. On Sunday, June 25, they defeated the strong Knights of Columbus team at their annual festival, by a score of 17 to 1.



Speaking of Vacations

R OSENCRANTZ, a bookkeeper, asked Guildenstern for a raise. Guildenstern was sitting at his desk at the time; he frowned and muttered to himself a minute; then he began to make figures on his blotter with a pencil. "How long ye been with me, Rosey?" he said at last.

"One year, boss," said Rosencrantz, the bookkeeper.

"That's 365 days, ain't it?"

"Sure."

"But ye only work eight hours a day, don't ye?"

"That's right, boss."

"So the Gospel truth is that ye only work one-third of a year." Guildenstern figured on his blotter. "That's 122 days, ain't it?"

"Why, yes, if——"

"If nothing. Work on Sundays?"

"No."

"Then I take 52 days from 122 leavin' 70 days what you worked last year for me. Am I right, Rosey?"

"Why, er——"

"We're a Jewish firm here, so naturally we don't work on Saturdays. Lemme see—52 from 70—that leaves 18, don't it?"

"Aw, say——"

"How long a vacation did I give you with pay last summer?"

"Two weeks."

"Two weeks—14 days, 14 from 18 leaves four workin' days to yer credit."

"Aw——"

"How many holidays did I give ye? Christmas, New Year's, Thanksgiving and Fourth of July—that's four, ain't it?"

"Aw——"

"And four from four leaves nothin'. Why, Rosey, ye bluffer, ye don't actually work for me at all, and ye got the noyve to come and ast me for a raise. Get out o' here, darn ye,

before I sue ye for the last year's salary what I paid ye for bummin'!"—SELECTED (by E. F. McP.).

What a Life!

The idea of a man in Chicago having a wonderful time:

He is late for dinner and is bawled out.

He waits for his wife to finish her toilet.

He starts for the theater thirty minutes late.

He gets caught in a suburban train jam and loses fifteen minutes more.

He gets to the show and finds they have saved the wrong seats.

He doesn't like the show and argues with his wife.

He goes to a jazz joint and gets a punk table.

He waits one hour for \$1 worth of food, which costs \$10.

He loses his hat check and has to identify himself at the office.

He gets put out just as he is beginning to enjoy himself.

He gets on the street and finds the lights are all out.

He starts for a suburban train and finds they are tied up.

He starts for an elevated and finds they are also tied up.

He starts for a surface line, and the power is off.

He gets a taxi and starts for home.

He gets home and finds all he has is street car fare.

He wakes up his neighbor and borrows \$15 to pay the taxi man.

He slips on the ice and falls in the snow, cutting his hand.

He goes into his apartment and finds the steam off.

He wakes up in the morning with a dark brown taste.

He finds the maid has drunk the last remaining lick.

He says: Never again!

He goes out the next night and does the same thing over, and that is his idea of a wonderful time.

She Answered

An austere woman was lecturing a body of high school girls in a Hoosier town recently on the uselessness and wickedness of the flapper. After she had said that they were not fit to become the mothers of the next gen-

eration, she looked at a bobbed-haired little girl who had rouged and powdered her face rather heavily and demanded, "Young lady, what do you know about babies?"

For a minute the little flapper looked startled. Then she blushed a fiery red. "Well, lady," she stammered, "I've stopped believing in the stork."—*Indianapolis News*.

His Favorite Dish

J. J. McL. liked this so well he passed it on to the magazine.

Young Gibbs of Smalltown, Kan., decided to travel. Arriving in Chicago, he made up his mind to eat at least one meal in a fashionable hotel. He was getting on famously with the array of silverware, and appeared to feel satisfied that he was passing for a man of the world, when Jackson, the negro waiter, became communicative.

"Been in town long, sah?"

"Just came in from New Orleans," said the young adventurer.

"Dat so? Ah used to live in New Orleans. How's de Mardi Gras?"

"Fine! It's the best I've ever eaten."

—*Harper's Magazine*.

STEADY ON HIS JOB



J. T. Kyle

INKID SAYS—



What appears to be a record for continuous service was established up to June 27, 1922, by J. T. Kyle, engine foreman, on the Memphis terminal, according to William Gerber, our Memphis terminal correspondent. Mr. Kyle has reported and worked every day for three consecutive years without being absent from duty a single day. It is considered an extraordinary occurrence, in view of the fact that Mr. Kyle worked 365 days in each of the three years (366 in 1920), without being off duty on any holiday, Sunday, or due to any sickness. Mr. Kyle, who is known to all of the employees at Memphis as "Daddy" Kyle, has been in the service of this company for twenty-seven years, during which time he has served in every capacity from switchman to general yardmaster. He is conscientious in his work and a constant advocate of "Safety First" principles. The records show that on August 27, 1912, he received favorable mention for discovering a broken flange under the wheels of a car that was being handled into Nonconnah, thereby averting a possible derailment and considerable damage to equipment. On July 27, "Daddy" Kyle started a vacation, the first time in many days that he has been away from his job.

These Veterans Average 46 Years' Service

Five Illinois Division Old-Timers Include One Section Foreman, One Agent and Three Engineers

MICHAEL DOLAN, M. H. Kempton, E. J. Wolfe, P. L. Hayes and H. D. Howard are five of the oldest men in point of service on the Illinois division. These five men have drawn pay checks from the company for 233 years of service, an average of more than 46 years each.

Mr. Dolan, section foreman at Roberts, Ill., has been in continuous service, with the exception of eighteen months, for fifty years. Mr. Kempton, engineer, will soon round out his fiftieth year. Mr. Wolfe, agent at Clifton, Ill., has been in the employ more than forty-six years. Engineer Hayes has forty-four years to his credit. Engineer Howard has served the company for forty-three years.

Hard Winters in 1881 and 1882

With the exception of eighteen months, Michael Dolan, section foreman at Roberts, Ill., has been continuously in the service of the company for fifty years. He entered the service in March, 1872, as a section laborer at Farmer City, Ill., and remained there until March, 1877, when he became ill. He was out of the service until September, 1878, when he returned to his former position.

On August 1, 1881, Mr. Dolan was made the foreman of the section at Roberts, where he has since remained. There was no ballast in those days, and the rails were iron; but his careful watch over the section prevented accidents. There has never been a wheel off on his section, he says, nor has he been seriously injured while in service.

The most severe times of all his years of experience, Mr. Dolan says, were during the winters of 1881 and 1882. The heavy snows caused the section men untold labors then. There were no plows; the snow had to be scooped off the right-of-way by the men. He has worked as many as three days and nights without sleep.

About three years ago, bandits entered the bank at Roberts and were leaving with about \$30,000 when Mr. Dolan opened fire on them from the roof of a hardware store. He held them at bay for a short time, but they escaped in an automobile. Mr. Dolan was praised for his bravery.

His service with the company has been ad-



Home of P. L. Hayes at Champaign, Ill.

mirable, and he has won the respect of those with whom he has come in contact. He is whole-hearted, generous and takes a great interest in the welfare of the Illinois Central System.

Made an Engineer in 1880

On December 9, 1922, M. H. Kempton, engineer, will round out his fiftieth year of service with the Illinois Central System. And he has been on the job all the time.

Few men now in the service remember such employes as Engineer Frank Rugg, Captain J. J. Delacy and A. Fortin. The latter was known as the "Wild Frenchman" on account of his extreme recklessness. These men were all close friends of Mr. Kempton in his early days of railway service.

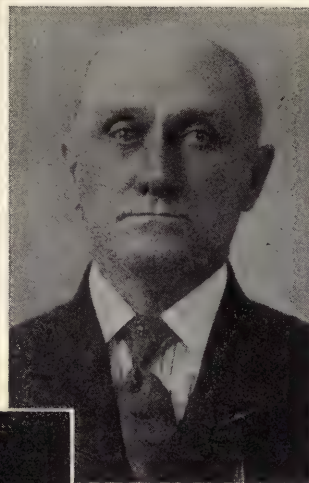
Mr. Kempton entered the service as a machinist and drafting apprentice in the shops at Weldon on December 9, 1872. He served four years and came out with a record that any young man should be proud of. He was given a position as fireman in freight service, and was soon firing on extra passenger trains. He was chosen to make tests when new mechanical devices were introduced.

January 5, 1880, he passed the engineers' examination and was placed in freight service. He was engineer on inspection tours and on pay trains all over the system at various times.

In 1891 he was offered a passenger run, but at that time he had a good freight run and did not care to give it up. He was granted the privilege of remaining on that run until



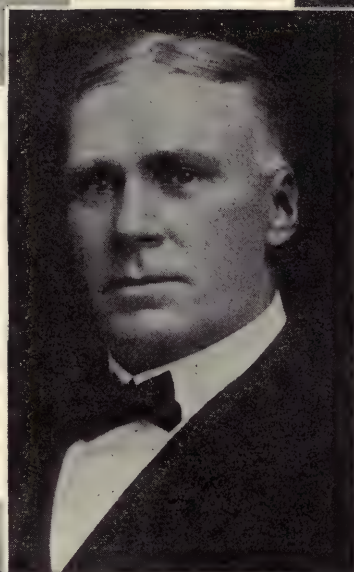
Michael Dolan



E.J. Wolfe.

Veterans
✦ of the ✦

M.H. Kempton

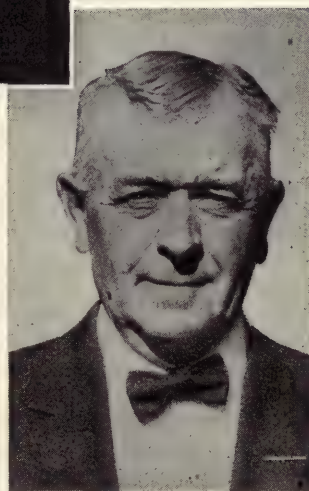


Illinois
Division

P.L. Hayes



H. D. Howard



a more desirable passenger run was open. What is now No. 21 between Chicago and Champaign was his first passenger run. It was known then as No. 3.

Mr. Kempton is now engineer on Nos. 1 and 2 between Chicago and Champaign.

Started as Man of All Work

E. J. Wolfe, agent at Clifton, Ill., has been in the service of the Illinois Central for a little more than forty-six years. He entered the service as agent's helper at Hudson, Ill., January 7, 1876. In those days, besides learning to be a telegraph operator, the agent's helper had clerical work and was expected to keep the depot clean.

Mr. Wolfe was a bright young man, and at the end of five months he became an extra agent and operator. He worked at various stations for about a year and was then sent to Eldena, Ill., as regular agent and operator. Eldena was on what was then known as the North division, and Amboy was division headquarters. There was no station at Eldena for six months after Mr. Wolfe became the agent there. He had his office in a grain office near the track.

After he had been at Eldena for a year and a half, he went to Clinton as operator. Three or four months later, he became the operator in the dispatcher's office at Centralia. After a few weeks, he decided that the work there was too hard, and so he accepted a position as day operator at Effingham. He was made agent and operator at Cobden six months later. He was there only a short time when he was transferred to Monee. A year and a half later, he was transferred to Gilman as day operator. He remained there two years.

Defended an Engineer in Court

In 1884, Mr. Wolfe became the agent at Loda, where he remained about eleven years. It was while he was agent there that Engineer Kempton was summoned to appear before the court at Loda for driving his train through that city at a speed in excess of ten miles an hour. On the day set for the trial, Mr. Kempton came to Loda, but brought no lawyer with him. Mr. Wolfe says that he went to the judge with Mr. Kempton and asked to be allowed to plead the case for the engineer. The request was granted, and he came near winning the case. The city ordinance made exceeding the speed limit an act subject to a \$25 fine, while Engineer Kemp-

ton was fined only \$1 and costs. For a long time after that, Mr. Kempton prefixed "Lawyer" to Mr. Wolfe's name when he saluted him from the cab.

In 1895, Mr. Wolfe again went on the extra list. He worked at Champaign, Burnside, Pullman, Ashkum and Kempton. He was made the agent at Clifton in April, 1901, and he has remained there since.

Worked Before Day of Air Brake

P. L. Hayes, engineer, was in the service of the company when the brakemen stopped the trains with clubs used as brakes. There were no air brakes then, and it was seldom that a train was able to stop at the station platform. The brakemen were given strict orders not to use clubs in stopping the trains, but the method was effective, Mr. Hayes says, and the orders were often disregarded in face of the danger involved.

Mr. Hayes entered the service as a fireman on switch engine No. 9 in the yards at Champaign on July 5, 1878. After a year had passed, he was made fireman on engine No. 58 in freight service. Twenty 10-ton cars made up a heavy train in those days, he says.

In another year, he was fireman on passenger engine No. 33. For four and one-half years he fired between Champaign and Centralia for Engineer Ed Vaughn. At each end of the run, he had to wipe, clean and shine the brass on the engine.

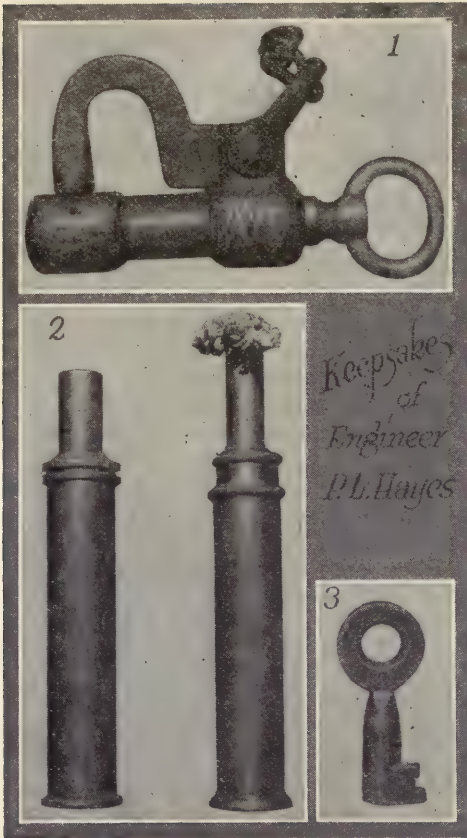
February 13, 1883, was spent in taking the engineers' examination. It required the entire day, and Mr. Hayes passed it by a wide margin. He was then given the switch engine in the yards at Champaign. He worked at three-fourths pay for one year, and then was placed in freight service, where he remained for five or six years.

During the World's Fair at Chicago, he was placed in extra passenger service, and in 1901 he was given a regular passenger run between Champaign and Centralia. He was on Nos. 3 and 4 for seven years, and Nos. 5 and 2 for five years. In 1919, Mr. Hayes became the engineer on the suburban train at Champaign between the depot and the shops. He continues in that service today.

Has Relics of Early Service

Mr. Hayes has never been seriously injured in the forty-four years of his service.

He has four relics of his early days of railroading that neither love nor money could buy. Two brass torches made from the flagstaffs on



1. An old screw lock that was in use on the system between forty-five and fifty years ago. 2. Two brass torches that Mr. Hayes prizes highly. 3. Mr. Hayes' first switch key, No. 132.

the headlights of the early engines head the list, in his estimation. They were made by L. L. Dawson and W. H. Donley, both of whom learned their trade in the shops at Champaign.

His first switch key, No. 132, ranks next. Numbers on switch keys have now grown to over 55,000, he says.

Then there is one of the old screw switch locks which were in use over the system about fifty years ago.

Engineer on the Panama Limited

H. D. Howard, engineer on the "finest train in the world," the Panama Limited, entered the service of the Illinois Central in the roundhouse at Champaign, July 11, 1879. He was a student in mechanical engineering at the University of Illinois at the time, and had three years of shop experience.

At the close of the first ten days of his work, he had learned the signals and was given a position as fireman on engine No. 53 in freight service. Mr. Howard fired a freight engine a little more than three years, and was then placed in passenger service. On February 13, 1883, he passed the examination for engineers and was given the switch engine in the yards at Champaign.

Mr. Howard had been on the switch engine but a short time when he was placed in freight service on the main line. In February, 1884, he was transferred to the Chicago district, where he was placed in suburban service.

At that time, there were only eight suburban engines, he says. The service extended from Chicago to Pullman. From Hyde Park on out to the end of the suburban lines, there were few buildings, and at 63d Street the line ran through an oak forest.

During the World's Fair in Chicago, Mr. Howard was in the suburban service.

Handled Engine on Inspection Trip

After this, he was in freight service for several years and then in passenger service for two or three years. In 1900, he was made the general foreman of the roundhouse at Champaign. He remained in that position until 1907. He was then returned to passenger service.

Mr. Howard ran Nos. 1 and 22 between Champaign and Centralia until the Panama Limited was installed. He was then made engineer on the first Panama Limited.

Mr. Howard's value as an engineer has always been appreciated by the officials of the company. President J. T. Harahan selected him to be the engineer on an inspection tour of the system. He was given engine No. 1127 to make a 5,000-mile trip in thirty days and was instructed to maintain a speed of twenty-eight miles an hour. Mr. Howard says that he was relieved at night. The return to Chicago was twelve hours ahead of schedule, he says.

His train had the right-of-way on the entire tour. The inspectors sat side by side in the observation end of the train, with Mr. Harahan in the center. Each man had a certain thing to watch, and made a report of the general condition of it at the end of each mile. The chief engineer stood by to call the miles. When the tour was completed, they had a record of the general condition of every mile of right-of-way of the system.

Mr. Howard has served fourteen terms as alderman of Champaign and is at present on the school board there.

Hospital Department

The Story of "Scoop" Hawkins, Fireman

UNDERSTAND I don't make no pretense of being a writer, but when I have got something to say it's no trouble for me to talk it, and I got Benny Williams to write this down for me just as it happened, so that the rest of you fellows could all read it.

I was doin' a job of paintin' on my house two years ago, just before I went firin' for Ol' Man Sanders regular and before I got wise to the fact that a fellow's outside is no indication as to what's inside of him—why that ol' chap is the finest ever when you get next, and I used to think that he was the worst old grouch that ever eased a throttle open.

Well, I had my house nearly painted, and one fine afternoon, havin' only the west side to finish up, I gets out the old ladder and goes up to see how near through I could get before the caller came for me. I'll admit I was hurryin' considerable, but that was no excuse for what happened, because I just naturally put down my foot where there wasn't no ladder and did a high dive quicker than lightnin'.

You won't believe it, but I didn't cuss a bit—I couldn't, the breath being knocked clean out of me. The old lady comes runnin' out and asks me did I fall, and by that time my breath comin' back again, I told her—and she runs back in the house, never likin' to hear me cuss.

Just then it happened, for in getting back onto my feet, I cut my thumb on a piece of glass, and it started that cussin' streak all over again. The caller came around the corner of the house just then and thought I was bawlin' him out—and he yelled that he couldn't help it because he had to call and would I hurry right down for No. 10.

I put the paint, what was left of it, back in the shed, kicked the blamed ol' ladder and hustled down to the roundhouse, havin' wrapped my handkerchief around my thumb. Of course, it was a hard run, me putting forty or fifty ton of coal into that fire-box before we got to the end of it. The handkerchief being needed to keep the dust out of my neck, you bet it didn't stay around that thumb long, and long before the end of the run I forgets about it.

That night I met up with two or three old pals of mine, and we sets up playin' cards until about about four or five in the morning. It being too short a time to get any sleep, I just beats it for the roundhouse and puts in the time goin' over the ol' 94, which sure don't do any harm and maybe makes her run some better.

When I gets home I turns in and sleeps like a baby, which I figures I got comin' to me 'count of being such a fool as to stay up the night before. All this time, mind you, that thumb don't hurt a bit, making me figure that it was all well. This goes on for a couple of days more, and then the music begun, because right in the middle of the run and while everything was goin' lovely I begins to shiver and shake, and the sweat just dried up on me completely.

At first I didn't pay no attention, because I had just been out on top and took water, standin' there in the breeze for ten or fifteen minutes and sort o' got chilled, but when it started all over again and I began to feel weak and sick, it got me scared.

Ol' Man Sanders had been watchin' me, unbeknownst like, and presently he calls down was I sick or was it home brew, or both. I never felt less like jokin' in my life, but I laughed and started firin' again and presently got to feelin' some better.

Well, I had three of them durned chills before we got in, and the last one was while I was changin' my clothes; I felt so rotten I just laid down on the bench and groaned, and the foreman got scared and sent for the Doc', and he took one good look at me and sent for the ambulance to take me to the Company Hospital. I didn't feel like arguin' with him, having just discovered a sore spot 'way up under my arm which hurt like blazes.

I ain't sayin' all they did to me at the hospital, 'cause some young fellow with a white nightshirt on gave me something to smell, and I sure forgot my troubles for a time. When I got so I could notice things, I found myself in a nice white iron bed with the cleanest cov-

erin's I ever saw and some good lookin' young gal puttin' a towel across my chest. I had a funny smell in my nose, my arm was all wrapped up and when I tried to raise my head to look around this good lookin' gal put her hand on my forehead and pushed it down. I was sick all right, but not too sick to try this trick again, but it didn't work that time 'count of someone callin' her away, and then I sort of realized the fact that I was in a hospital.

I just can't tell you what a swell place it was and all the nice things they did for me, because I was so old and tough that I began to get better right away, and in a week's time was settin' up and figurin' on getting back home. The only bad thing about the place

was the dressin' of that hand and arm, but when I found out that the Doc' didn't get sore if I held the nurse's hand while he was hurtin' me, I got along first rate.

Well, that's about all of it, except for me worryin' about the pay for the hospital, 'count of me bein' hurt while off duty and findin' that I had been payin' a measly six bits every month and never had missed it, which was the regular thing for all company men and took care of 'em when they were sick or hurt off duty.

Railroadin' ain't such a bad job after all, and I just told Benny Williams that I certainly was glad that I belonged to the Hospital Department.

A New Project on Our Line at Evansville



The Dade Park race course which is being constructed on our line near Evansville, Ind., at the incline on the banks of the Ohio River,

is expected to rank with Latonia at Cincinnati, Churchill Downs at Louisville, the courses at Lexington and all others in the country. The

location is a mile from the river on the Indiana side, but it is a strip of land controlled by Kentucky. Racing will be under the Kentucky racing commission's jurisdiction.

The course will be one and one-eighth miles long. It will be on the Grand Circuit for harness races, and will have dates for running races between the dates of the other good courses of the country.

Agent C. C. Kunz of the Illinois Central is

taking an active interest in the construction of the new course. He is shown on the left in the photograph, in conference with E. F. Bohne (at right) of the Green River Jockey Club.

These photographs were sent to the *Illinois Central Magazine* by K. K. Knecht, cartoonist, who served as an employee of the Illinois Central System from 1901 to 1906, before entering an art school. The pictures originally appeared in the *Evansville Courier* of July 2.

Sees Value of Station Staff Meeting

The following article by J. H. Wooldriege, perishable and team track clerk in the local freight office at Cairo, Ill., is born of long experience, as Mr. Wooldriege has been in service fifty-four years. He was one of the St. Louis division veterans described in the October issue of this magazine. The article was originally read at one of the staff meetings of the Cairo office.

To my mind, a station staff meeting is one of the most beneficial things for a station. It brings all the employes together with their superior officers, where are brought up various subjects appertaining to the station operation and efficiency. It gives an employe an opportunity to express himself or herself along various lines of daily work, bringing forth suggestions and methods which help to overcome unnecessary labor, improvements over old methods. Station staff meetings make the employe feel his importance as a cog of the machinery that makes for the success of the company; it makes for realization of fellowship and co-operation in the daily performances of duties required; it aids in the clerks' having a better knowledge of what is required of them by being given a broader understanding of the various workings of the positions of each employe, as the topics appear before the meeting, all being reflected in the standard of efficiency maintained at the station. There is nothing of more value than the getting together of employes for discussions which are first in the hearts and minds, to give all the service possible for the time paid.

The most important subject discussed at the present time is "perfect package shipments." This is a question of vital concern not only to the company but to the shippers as well. If the packages are brought to the freight warehouse in good condition, it saves the railroad

a great deal of time in the prompt unloading of wagons and storing into cars. Bills of lading made out properly insure correct billing and avoid errors that are likely to occur from illegible bills of lading and wrong billing. If old marks are erased from packages, it saves both the time of the driver and the receiving clerks in having to do the work after shipments have been offered for transportation. If the shippers co-operate with the railroads in the "perfect package" movement throughout every day in the year, a great deal of saving can be had in the way of decrease in claims paid for loss or damage to freight or irregular billing. Clerks also should put forth their best efforts in helping the company to reach the goal for which it is striving.

There is another factor which enters into the life of the railroads, and one which will, eventually, work much damage in the way of decreased earnings, and that is the inroads the wholesale jobbers and others are making on the railroads by running truck line service to various stations up and down the divisions. Representatives of an airship line have also been in Cairo endeavoring to work up enough freight and passenger trade to form a schedule for the carrying of passengers and freight.

At present Cairo is "on the map" in the agitation for improvements which will expedite the movement of freight from the North to points south on the river. The Illinois Central is intending double-tracking its lines from Minnesota to the Gulf, which will include the recently proposed improvements on the Cairo Bridge. This will make the Illinois Central on a parity with other fast freight lines in the movement of freight from point of origin to destination and a probable realization of its ideal, that of making deliveries the same day freight is loaded, to prevent complaints that

are now being received from shippers and consignees about delay in transit to their freight shipments.

Various highway associations are seeking support from other organizations and the public which will permit them to request the government to grant them a portion of the allowance Congress will make for the improvement of highways throughout the country, and thus assist them in erecting a \$20,000,000 "Y" bridge extending from Illinois into Missouri and Illinois into Kentucky, centering at Cairo (the logical head of navigation by water the year around), which will result in uninterrupted automobile and truck travel from the North to the South.

Also the Mississippi-Warrior barge line is located with the Illinois Central at Cairo, with which the barge line has made a contract for use of the incline to extend twenty-five years from 1921. These people handle a large tonnage from the South to Cairo by barge and thence over rail lines north, southbound traffic moving over our rail lines to Cairo and thence via barge to New Orleans. All these means of transportation have a tendency to draw away from the railroad tonnage and freight revenue that were formerly enjoyed through long-haul business.

With problems such as these confronting us at Cairo station, it behooves each of us to "put

his shoulder to the wheel" and endeavor to throw all freight possible to our line. One of the surest means of securing an increased tonnage is to be courteous to the public in every way possible; give all the information patrons may ask for and otherwise assist patrons in their many demands upon us as employees. By exercising our good influences we can make such a favorable impression upon them that they will cheerfully turn most of their traffic our way.

Another point at issue with the railroad, not only at Cairo but over the entire country, is some way or means by which overhead expenses may be reduced to the minimum, some economical basis to be reached whereby all leaks and waste can be overcome. This cannot be accomplished without the efforts of all employees to conserve stationery, to see that water is not allowed to run or lights burn unless for some specific purpose, that supplies furnished are used with the utmost care. In other words, all employees should be on the look-out to prevent waste wherever it may come to their notice, and thus bring about a material saving.

The company has some perplexing situations to contend with at this time, and all employees should do what lies in their power to render the very best service possible and have the interest of the corporation for which they work at heart at all times.

Railway Y. M. C. A. at Mounds Celebrates

May was the greatest month in the nineteen years' history of the Mounds, Ill., Railway Y. M. C. A. The dormitories were inadequate to accommodate the men, and eighteen beds were placed in the assembly room and two sleeping cars were backed in on tracks made for the purpose near the Y. M. C. A., which now gives a sleeping capacity of eighty-five.

The eight showers and three tubs were insufficient for the men. There were as many as 201 baths taken in one day, the average being 101. The number of men given beds during the month was 3,286, an average of 106 a day. These were 620 men more than ever slept in this "Y" in any month previous to this time. The members of the association are grateful to the company for sending these cars to relieve the crowded condition of the dormitories. The membership for the month numbered 771. This does not include a great many men who have membership in other associations

but who are accommodated with beds and bath at Mounds.

This association on Sunday, June 11, celebrated the fiftieth anniversary of the railway department of the Y. M. C. A. The program at the Y. M. C. A. park was preceded by a concert given by Drabing's saxophone band. This band, made up of Illinois Central boys principally, has been organized only a little more than a year, but it is rendering some good music. Every Wednesday evening this band gives an open air concert in the "Y" park.

The program opened with a song service, followed by prayer by T. A. Shafer, clerk in the transportation department. Short talks were given by W. H. Randall, engineer, and W. D. Cratzner, fireman, of Centralia. These men spoke of their appreciation of the "Y" as a place to clean up, sleep and spend their leisure time. Next, Henry ("Dutch") Nordman spoke of conditions that existed at Mounds be-

fore the "Y" came and of the suspicion of some of the men in regard to the "Y." They thought if they joined the "Y" they would be expected to sit and read the Bible all the time. He spoke also of the transformation that has come into the lives of the men, and especially his own life, because of the "Y." The next speaker was Luther Hodge, agent, who spoke of the uplifting influence of the association on the community. He spoke of the co-operation of the company with the association with great appreciation. He also referred to the interest that the company had in

the welfare of its men. J. E. Keele, engineer, spoke of the great benefits to be derived by having a Y. M. C. A. membership card. He said a man always has a home where there is a Y. M. C. A. if he carries his card. Mayor G. E. Chance, chief operator and president of the association, spoke in general on the work of the association and expressed a strong desire, as did all the other speakers, for a new building adequate to meet the demands. J. C. Mench, general secretary, gave a brief historical account of the association's "fifty years with railway men."

He Served as Ticket Agent for 44 Years

The Halliday House is as much an institution at Cairo, Ill., as the Illinois Central Railroad is, and one of the institutions at the Halliday House is J. H. Jones, pensioned ticket agent of the Illinois Central at Cairo, who served the company forty-four years at that one place in that one position.



J. H. Jones

Mr. Jones was retired November 1, 1916, and he and Mrs. Jones have lived at the Halliday House since. It is said that his residence there is a result of his close friendship with the late Captain W. P. Halliday, Cairo magnate and hotel owner. Members of the Halliday family were responsible for Mr. Jones' moving from New York, the state of his nativity, to Cairo while he was still a young man. He came in contact with Captain Halliday's brother when the latter was on business trips in the East, and the description of western life he received at the time led him to cast his fortunes in the newer country.

Mr. Jones' arrival at Cairo was shortly after the close of the Civil War, long before there was any bridge over the Ohio River at that point. For six years he worked on a transfer boat that carried passengers between the Illinois Central terminal at Cairo and the terminal of the Mobile & Ohio at Columbus, Ky., twenty-

five miles down the Mississippi River. For a short time after that he worked as a construction agent for the Mobile & Ohio, and then he entered the service of the Illinois Central at the Cairo station in 1872, at a time when W. P. Johnson, general passenger agent, and A. Mitchell, superintendent, were making a shake-up in the office force.

For forty-four years thereafter Mr. Jones served the Illinois Central faithfully and steadily as ticket agent.

When Mr. Jones first arrived in Cairo, river traffic was much more important than railway traffic at that point. There would be as many as twenty-five boats a day in and out of the port and only two Illinois Central trains. He saw the number of boats dwindle greatly and the number of trains increase to forty-four before he retired from service five and one-half years ago.

Mr. Jones saw the Mississippi Central (now the Illinois Central) build up to Cairo from the south in the early 70's, and he saw the increased efficiency in operation that came with the erection of the Illinois Central bridge almost twenty years later. He served with four agents at Cairo station, the last of them the late John D. Ladd, whose death has been recorded in these pages.

One of Mr. Jones' most prized possessions is the friendship of the Illinois Central officials under whom he has worked. He does not recall that he ever had trouble with any of them, and he ascribes the cordial relations between officers and employees to the fact that the officers themselves have worked up from the ranks. While working at the station he always took occasion to inculcate lessons of safety in

those working under him. He says that the results he thus obtained have always been a source of satisfaction to him. He never drank, and he would not tolerate employes who did. He never had a relative employed in the office, as he believed the policy of employing them was subversive of morale and he discouraged other employes who sought to get relatives on the office payroll.

Mr. Jones is hearty and in good health, although he is more than 70 years old. He ascribes his good condition to the fact that he takes long walks every day. He declares, with a smile, that he came out of the company's service poorer than he went in, and that, consequently, in spite of his pension, he still has to work for a living. He has a real estate and insurance office downtown in Cairo, and he finds time to apply himself pretty closely to the job. He can talk the good points of Cairo to a prospective buyer with all the enthusiasm of an agent fifty years younger.

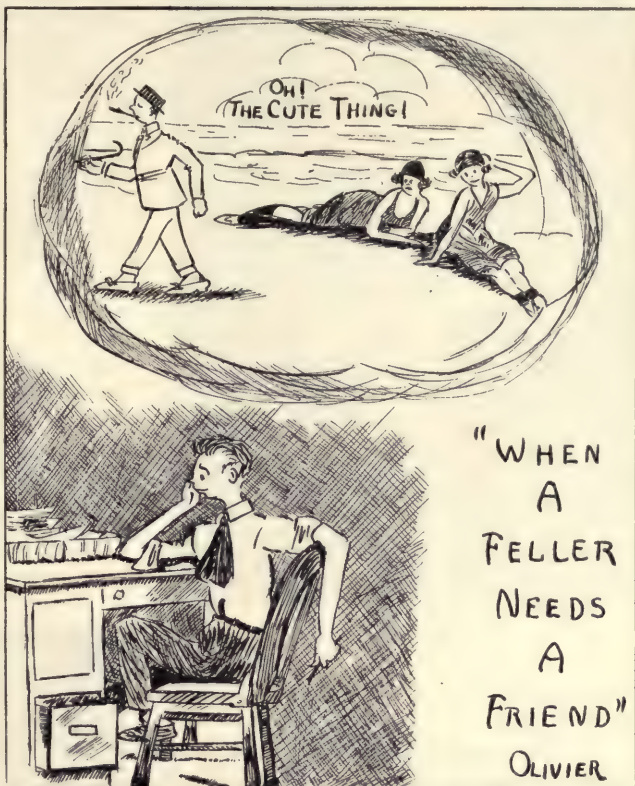
Although a Northerner by birth and early training, Mr. Jones married a daughter of Kentucky. Mr. and Mrs. Jones have six children, three boys and three girls, grown up and now living in various parts of the country.

STILL AT WORK AT 64

Sixty-four years old and forty-four years continuously in the service of the Illinois Central Railroad Company at one place is a record that any man may well be proud of.

P. M. Whitehead, blacksmith, now employed in the shops at Water Valley, Miss., is the proud possessor of that record. He is expecting to make it fifty years of service before he retires. As he is robust and has a

EVER HAVE THIS FEELING?

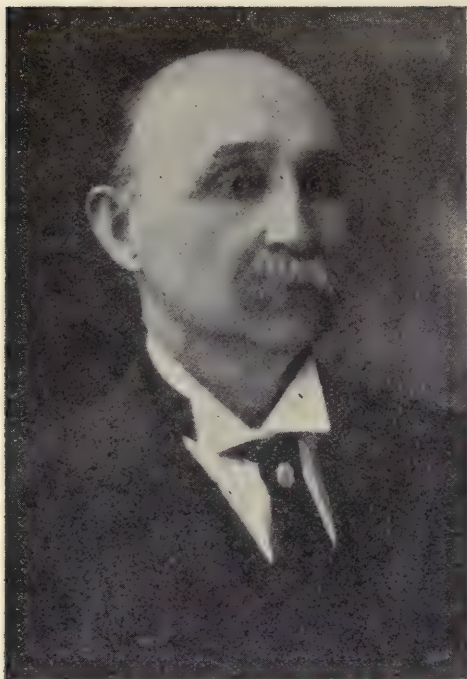


The alluring waters and attractive scenery around Lake Pontchartrain are irresistible, and above is a conception of a railway clerk's thoughts as he sits at his desk on a hot day down in New Orleans. This is from the pen of Vic Olivier, clerk, superintendent's office, New Orleans terminal, who is an adept at paper and pencil drawings. Olivier is at present giving his spare moments to a course in cartooning and caricaturing and shows rapid progress.

good, sunshiny disposition toward all, he will be a "young man" still after fifty years' continuous service.

Mr. Whitehead was born in North Carolina, December 20, 1857, and was 3 years old when his parents moved to Mississippi.

In 1878 (the year of the yellow fever epidemic), he entered the service of the company. He was on the job through the epidemic and has been continuously since. During Mr. Whitehead's service, he has worked under fifteen master mechanics, from John Becton to S. R. Mauldin, present master mechanic. During all this time, however, he has worked under only two blacksmith foremen: John King (de-



P. M. Whitehead

ceased) and his son, W. J. King, present blacksmith foreman.

Mr. Whitehead, in his younger days, was a fox hunter and a lover of game chickens. At present he has a yard full of game chickens, and he is fond of talking of his hunting days, when foxes were plentiful.

Mr. Whitehead has accumulated considerable property, including the home that he and his good wife have lived in thirty-three years, where all the children, three boys and two girls, were reared.

At no time during his service has Mr. Whitehead been suspended for any reason, and his service is truly continuous.

SAFE RAILWAY TRAVEL

Thirty years ago the average American took eight annual railway journeys, and now he takes twelve. Then he rode 24 miles each trip, and now he goes 38 miles. Notwithstanding he rides half as many more times now, half again farther each trip and doubtless spends half as much more time in railway travel, yet the danger to his life is less than half as great as it used to be. If he has ridden once in the last 33 years, his chances of being killed were one in 91,000,000. Or, if

he has taken one trip each year during that period, he came as near losing his life as one is near to 2,760,000. One ride taken last year imposed a hazard on his life of only one in 5,673,000, and on his twelve customary journeys he was as far from jeopardy as 473,000 is greater than one. Altogether, the railroads of the United States carried in 1920 about 1,300,000,000 passengers, with one killed for each group of 5,673,000 carried, while in a total of 472,000,000 persons carried in 1889 the death rate was one in 1,523,000. The danger to life of railway travelers in 1920 was, therefore, less than one-third of what it was in 1889, most of the reduction accruing since 1907. To be sure, there have been very bad years, and exceptionally good years, but the general trend throughout the whole period has been decidedly toward the increasing safety of the traveling public. The foregoing figures are the result of statistics compiled and issued by the Interstate Commerce Commission.—*Atlantic Coast Line News.*

THOMAS S. MILLER DIES



T. S. Miller

The Illinois Central System lost one of its most loyal employees when Thomas S. Miller, general timber inspector, died suddenly at Magnolia, Miss., early Tuesday morning, May 24.

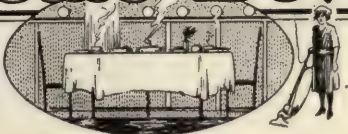
Mr. Miller was born at Magnolia, June 22, 1869, and was educated in the public schools and a commercial college. He was a member of the Knights of Pythias.

He had to start to work early in life to help take care of his widowed mother and two sisters, and he never married. He was living in the old family home with the only remaining members of his family, his brother and sister, at the time of his death. In February, 1897, he went to work for the Illinois Central as timber inspector for the supervisor of buildings and bridges. He was transferred to the timber department at the time it was opened and served there until his death.

Mr. Miller had friends all over the Illinois Central System and throughout the entire southern pine territory who loved and admired him on account of his excellence of character and kind disposition.

The Home Division

Edited by



Nan Carter

For the Canning Season

From the Tennessee division come some suggestions for canning fruit which are so practicable and seasonable that we print them below for the information of our readers.

COLD PACK CANNING

1. Sterilize jars and rubbers.
2. Prepare fruit.
3. Heat sugar and water to boiling point.
4. Pack fruit in sterilized jars.
5. Pour syrup (sugar and water) over fruit.
6. Place rubbers on jars.
7. Place covers on jars—not tight.
8. Place jars in hot water bath, and sterilize required length of time (see table below). Count time when water begins to boil.
9. Remove from bath, screw cover down tight, invert on table to cool. Be sure that jars do not leak.
10. Store in dark place, as light fades color of the fruit.

Table for Canning

5 lbs. fruit	Sugar (cups)	Water (cups)	Cold Pack time of boiling (min.)
Apples—sour.....	2 $\frac{3}{4}$	6	20
Apricots.....	2 $\frac{3}{4}$	2	15
Berries.....	2 $\frac{3}{4}$	1	15
Cherries—sour.....	4 $\frac{1}{2}$	3	15
Cherries—sweet.....	2 $\frac{3}{4}$	3	15
Currants.....	6	2	15
Peaches.....	2	2	15
Pears.....	2	3	15
Pineapple.....	2	3	20
Prunes.....	2 $\frac{3}{4}$	2	20
Quinces.....	2 $\frac{3}{4}$	6	30

OPEN KETTLE METHOD

1. Sterilize jars and rubbers.
2. Prepare fruit.
3. Heat sugar (corn syrup) and water until sugar is dissolved. If equal parts of sugar and corn syrup are used, fruit will not crystalize.
4. Add fruit and cook until tender.
5. Pack in sterilized jars, inserting a silver fork between fruit and jar to break up any air bubbles.
6. Wipe top carefully, fit rubbers, put on covers and seal at once.
7. Invert jar on table to cool. Be sure jar does not leak.
8. Store in cool, dark place.

New rubbers should be used each season, and care must be taken that the covers are perfect, as the jars cannot be made air-tight if the covers are bent.

To sterilize jars, wash and fill with cold water. Set in a kettle on a rack, surround with cold water, heat gradually to boiling point, remove from water, and empty. Let covers stand in hot water for five minutes. Dip rubbers in hot water and remove them immediately.

Health Hints

Perspiring feet should be bathed in tepid or cold water; avoid hot bathing. It will be found helpful to powder the insides of the shoes each day with boric-acid powder.

Here are some simple rules for hot weather comfort:

- Drink plenty of cool, not iced, water.
- Bathe frequently.
- Wear light clothing.
- Don't fume, fret, or swear.
- Avoid rush, and make haste slowly.
- Eat less, particularly less meat.
- Keep cheerful.
- Forget about the weather.

Household Hints for Home Makers

Salt will curdle new milk; in preparing gravies, etc., salt should not be added until the dish is prepared.

To remove mildew from cloth, put a teaspoonful of chloride of lime into a quart of water, strain it twice, then dip the mildewed spots in this solution, and lay in the sun. Repeat, if necessary.

To remove egg stains from silverware, rub with common salt.

Gilt frames may be brightened by rubbing with a sponge moistened with turpentine.

Hot water, ammonia, and a little washing powder will clean an oil mop successfully.

Tested Recipes

O'BRIEN POTATOES.—Fry three cups potato cubes or balls in deep fat, drain on brown pa-

per, and sprinkle with salt. Cook one slice of onion in one and one-half tablespoons butter three minutes, remove onion, and add to the butter three canned pimientos cut in small pieces. When thoroughly heated, add the potatoes, stir until well mixed, and serve sprinkled with finely chopped parsley.

FRUIT SALAD.—2 oranges, 3 bananas, ½ pound Malaga grapes, 12 walnut meats, 1 head lettuce, French dressing. Peel oranges, and remove pulp from each section. Peel bananas, and cut in slices about ¼ inch thick. Remove skins and seeds from grapes. Break nut meats in pieces. Mix prepared ingredients and arrange on lettuce leaves. Serve with French dressing.

PEACH DELIGHT.—Make a sponge cake as follows: Beat 2 whole eggs or 4 yolks (adding pinch salt) together until very light. Add 1 cup sugar and stir several minutes. Add 1 cup flour with 1 rounded teaspoonful baking powder; then add slowly ½ cup boiling water, and flavoring to taste. Batter will be very thin. Bake in moderate oven. Just before using, spread with fresh peaches, sliced and sweetened, and then cover the whole with whipped cream.

CHERRY SALAD.—1 cup canned cherries, ½ cup chopped apple, ¼ cup chopped pineapple, 3 tablespoons lemon juice, 1 teaspoon sugar, ½ cup mayonnaise, ¼ cup French dressing, 1 cup whipped cream. Toss apple and pineapple through French dressing, add lemon juice, sugar and mayonnaise, and arrange on crisp lettuce leaves; cover with cherries and put whipped cream on top.—Miss V. T., *Tennessee division.*

POPOVERS.—The following recipe was given us by a mere man, an employe of the Illinois Central at Chicago. He claims to be an expert at making popovers, and this is how he does it:

Light the oven. Put empty iron gem pans into the oven. Oven and pans must be piping hot. To test heat of pan, drop a bit of butter into it; if the butter hisses, the pan is ready for the batter, which is made as follows: Mix 1 cup of flour with ¼ teaspoon salt and add a cup of milk. Break 2 eggs into a bowl and beat until light. Fold the eggs into the first mixture, and beat with Dover egg beater until bubbles form on the surface (about 2 minutes). Add ½ teaspoon melted butter, and beat again. Remove pans from the oven, grease with butter, and fill with batter. Bake in hot oven 30 to 35 minutes.



W. E. Clark

Dining Car Recipes

"Service second to none" is the slogan of W. E. Clark, chef-cook on dining car No. 3996. Chef-Cook Clark, whose picture appears herewith, has furnished us some of his best recipes. Here they are:

CHICKEN A LA KING.

—Saute 1 tablespoon minced onion and 6 fresh mushrooms (broken in pieces) in

2 tablespoons of butter, add 2 tablespoons chopped pimientos, and cook ten minutes. Add 1 cup of cream and the yolks of 2 eggs; slightly beaten, and stir constantly until thick; then add 3 cups of diced cooked chicken. Season with salt, pepper, paprika, and a few drops of lemon juice. Serve hot on toast.

APPLE SPRING VEGETABLE SALAD.—Take 1 cup of cold cooked vegetables (chopped), 1 cup of diced raw apple, ½ cup of tender celery, cut in small pieces. Mix with mayonnaise dressing and serve on lettuce leaves.

THOUSAND ISLAND DRESSING.—Mix together 1 tablespoon each of minced onion, dill pickle, beet, parsley, pimientos, capers, 2 tablespoons minced hard-boiled egg, 2 tablespoons chili sauce, ½ teaspoon Worcestershire sauce, 4 drops Tabasco sauce, and 1 cup mayonnaise dressing.

OUR BABIES

We think nine pairs of twins make a pretty fair showing. There seems to be plenty of material in our group of babies for future railway men and women. A grave responsibility is ours to see that they are properly nurtured and trained to make good citizens and loyal members of the railway family.

No. 1.—Blanche and Billy, 4 months old, daughters of Conductor B. F. Fortner, McComb, Miss.

No. 2.—Oliver and Alvin, 9 months old, sons of John G. Dulle, blacksmith, East St. Louis.

No. 3.—Mary Margaret and William Robert, Jr., 3½ years old, daughter and son of William Robert Gore, clerk, signal engineer's office, Chicago, Ill.

No. 4.—Louise and Elouise, 3½ years old, daughters of J. Nelson Huntington, roundhouse foreman, Centralia, Ill.

No. 5.—Dorothy Jean and Elizabeth Jane, 6



Some



Twins



months old, daughters of P. J. Phalen, clerk, Dixon, Ill.

No. 6.—Dorothy and Mildred, 3 weeks old, daughters of Paul B. Myers, report clerk, master mechanic's office, Mattoon, Ill.

No. 7.—Margaret and Elizabeth, 3½ months old, daughters of First Assistant Accountant Pickering, superintendent's office, Fulton, Ky.

No. 8.—Tom and Jim, twins, 2 years old, also Marian, 5 years old, children of Chief Clerk Martin, freight office, Waterloo, Iowa.

No. 9.—Henry Joseph and Helen Margaret, 6 months old, son and daughter of Car Inspector Ed Blehinger, Wallace yard, Freeport, Ill.

No. 10.—Miriam Beth, 1 year old, daughter of Clarence Wallace, machinist, Waterloo, Iowa.

No. 11.—Frederick, 3 years old, son of R. L. Guensler, chief clerk to superintendent, Dubuque, Iowa.

No. 12.—Richard Hugh, Jr., 1 year old, son of R. H. Carter, engineering department, Vicksburg, Miss.

No. 13.—P. H., Jr., 3 years old, son of Section Foreman P. H. Schneckenburger, Harahan, La.

No. 14.—Joe, 1 year old, son of A. P. Cunningham, instrument man, Champaign, Ill.

No. 15.—Wauneta, 4 months old, daughter of W. P. Wall, agent and operator, Steen, Minn.

No. 16.—Marjorie Lee, 2½ years old, daughter of M. D. Jones, Vicksburg division. Marjorie Lee won a prize in the beauty contest at Greenville, Miss., May 27.

ALMOST TOO LATE



This picture arrived in the office a little too late to be included in the page lay-out of Illinois Central System twins shown herewith. The youngsters shown above are, left to right, Kenneth and Fred Warren George, 3-year-old twin sons of G. C. Schindler of the engineer auditor's office, Chicago. Mr. Schindler was formerly employed as a draftsman in the office of the signal engineer.

No. 17.—John William, 6 months old, son of Section Foreman J. S. Foley, Anthon, Iowa.

No. 18.—Betty, 4 years old, daughter of C. J. Carney, assistant engineer, Louisville, Ky. No. 22 is Betty's sister, Mary Jane, 6 years old.

No. 19.—William J., Jr., 1 year old, son of William J. Garrity, chief clerk, bridge and building department, Chicago, Ill. No. 21 is Junior's sister, Jeanne Louise, 4 years old.

No. 20 shows the children of Roadmaster W. E. Russell of the Springfield division, Clinton, Ill.: Hunter, 10 years old, Albert, 8, Robert, 6, Howard, 4, and Eleanor, 2.

No. 21.—See No. 19 above.

No. 22.—See No. 18 above.

No. 23.—Ruth, 3 years 7 months old, daughter of Chief Dispatcher L. S. Houston, Water Valley, Miss.

No. 24.—Davie Ruth, 3 years old, William H., 1 year old, and Jack T., Jr., 5 years old, children of Accountant J. T. Walker, superintendent's office, Memphis, Tenn.

No. 25.—Helen Rose, 3 years 2 months old, and Virginia 6 months old, daughters of S. L. Shelton, ticket agent, Leland, Miss.

Baby

An hundred kings may come and go, and empires rise and fall,

But Baby with his smiles and curls is Monarch of us all.

The roses gave him finger tips, the bright stars gave him eyes,

The sweetest music of the world within his laughter lies;

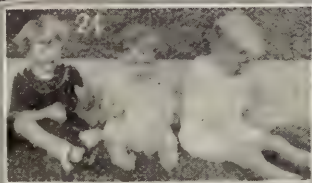
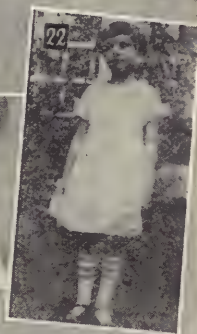
And so his willing slaves make haste to do his least command,

An Autocrat of Love, he rules supreme in Cradle-Land.—*Woman's Home Companion*, July, 1922.

The Lord Loveth a Cheerful Worker

The other day a girl typist asked me to help her obtain a position. There was a vacancy, but the work was tedious and required accurate typing of many columns of figures. I knew nothing about her ability, and her meager experience made me hesitate to recommend her, until she said something that turned the trick in her favor. What do you suppose it was? When I explained in detail the character of the position, she responded promptly and sincerely, "I love that kind of work!" She made good. I knew that she would. Most of us "hate" to do this or that kind of task. We regard our work as a bitter pill, and, since circumstances compel us to swallow it, we demand a thick sugar-coating. It is refreshing to hear a worker say that she "loves" to work; when that is her mental attitude, invariably she justifies our confidence in her ability to make good.

What We're Working For





Why Not Regard Material as Money?

By E. R. BARSTOW,
Supply Department, Burnside

WHEN entering a bank or large commercial establishment we notice the care with which the cash and collateral are handled. Vaults of the best known construction are provided; elaborate accounting systems are maintained, and careful checks are made from time to time to insure that employees engaged in the handling of cash or securities are made accountable for every penny.

There has never been any doubt that such precautions were necessary; in fact, a business which did not maintain such safeguards was considered unsafe, and its financial rating suffered through this neglect.

It was also noticeable, however, that when this money was turned into manufactured materials the elaborate care which was taken of it was no longer considered necessary. Materials were stored in any out-of-the-way place available, and much of the stock on hand was maintained by mechanics whose principal concern was to have plenty of it on hand when required. A condition such as this always develops waste, due not only to excessive ordering of materials but also to many duplications of orders and inadequate storage facilities.

This was particularly true of large corporations on account of the scattered stocks which it was necessary to maintain and the immense variety of articles required. It has been the aim of all departments to correct such waste, and many of the best results have been obtained within the average man's recollection.

It is no longer considered advisable to store quantities of materials in out-of-the-way corners, in shops and other buildings where it is necessary to rely on the memory of a few men to replenish them when required. Storehouses have been constructed, with standard bins labeled and catalogued in stock books, so that the stockkeeper in charge may not only keep his material in an orderly condition but also,

by referring to the movement of his stock as reflected by his stock book, order his requirements economically. By reference to the stock books maintained, it is now possible to locate surplus stocks and move them to points where they are required, instead of making additional purchases. This naturally reduces the investment in materials and supplies.

An addition to the economies effected through careful ordering of materials has been the campaign to instill in the minds of those using materials the value of the articles used—that the material is the equivalent of cash and should be equally as well taken care of.

A large proportion of the stock is of necessity stored in section tool-houses under the care of section foremen, and these men are being continually reminded by material checkers of the value of the various items under their care and the importance of taking care of them. They are urged that, whenever possible, second-hand or reclaimed material be used to avoid the purchase of new.

Circulars have been sent out by roadmasters and supervisors giving the average price of the smaller articles, such as spikes, bolts, tie plates, rail anchors, etc., and these circulars are posted in tool-houses for the information of all persons who use material.

All of this agitation will bear fruit in time, and savings will be effected in proportion to the understanding that employees have that material is the equivalent of cash and should be cared for and expended as judiciously as the money itself.

Watch the Deadline!

Material for the magazine is still being sent in after the 15th of the month, in spite of warnings to the effect that the 15th is the deadline for magazine material. Obviously, material arriving so late will have to hold over a month, maybe longer.

Traffic Department

How We Aid Wisconsin Cheese Industry

By H. B. WAGNER,

Commercial Agent, Milwaukee, Wis.

ON the crossroads throughout Wisconsin are scattered in excess of 2,800 cheese factories, producing 77 per cent of all the American cheese produced in the United States and 64 per cent of all the so-called foreign brands, such as limburger and Swiss. And this in view of the fact that at the close of the Civil War Wisconsin was known as a wheat and lumber state, ranking third in that production!

Much of the lumber has been cut, and wheat growing "played out." Our rivers and waterfalls, which aided our lumber cut, are now operating our great paper mill industry. Diversification of crops was necessary.

The dairy business was found to be the most satisfactory because of the natural fertilization furnished by cattle and the variety of the crops necessary to sustain them. "Substitute the cow for the plow" became the cry. The state took hold of dairying, and the department of agriculture at Madison became a great spirit, full of advice and enthusiasm in fostering this great dairy industry to be. A college of agriculture, rated as the greatest in the country, exists at Madison, aiding the dairy and agricultural interests. Herds of the finest stock, machinery of the latest type, newly developed modern practices and professors of renown and enthusiasm are there. There is the short course or the long course—anything to suit the convenience of the farmer and to aid him advance his production and quality.

Laws Regulate Cheese Industry

The legislature passed laws which at the time were called stringent but which proved most helpful in the proper upbuilding of the dairy industry. There is a law compelling cleanliness of dairy barns and factories, the inspection law, the license law, the marketing law, the infection law, and now we have the grading law. Cheese must now be marked under the paraffine with its grade and sold at

that grade. The new law is said to have temporarily affected our sales adversely, but in the end it will standardize our quality and brands throughout the world.

All these influences have meant to the Wisconsin dairy industry what the cotton gin meant to the South. Climatic conditions, quality of the soil and water aided development, as did the character of the settlers.

Cheese is distributed by dealers who own cold storage plants in the larger towns or by mutual or co-operative makers' associations. The product is brought into these distributing houses on a system of concentration freight rates. The price paid to the maker is determined by the Call Board at Plymouth, Wis. Cheese is made in a variety of shapes or styles, which, however, have nothing to do with quality. The most common styles are the "single daisy" and the "long horn."

Shippers Trust Illinois Central

Wisconsin's production of cheese in 1920 was 307,365,073 pounds, and its value was \$100,000,000. Cheese is a high-class commodity for railroads, requiring special handling and special facilities and equipment. The Illinois Central has specialized as a perishable freight carrier. The largest cheese shipper once told me that he felt safe when his goods reached our road. We have the power, the icing stations, the coolers, the refrigerator cars, the schedules and the trained men. The perishable freight shippers know that. Our efficiency and foresighted policy have brought tonnage. Very few complaints or claims are placed against us on perishables.

Our agent at Chicago, R. O. Wells, advises me that in March, 1922, he received from the three big Wisconsin lines (exclusive of our own Wisconsin line) 2,534,835 pounds of less-than-carload cheese. The carload tonnage would approximate the same. He loaded out from Chicago in that month 828 scheduled refrigerator cars. We operate from Chicago a more extensive system of refrigerator cars than any other line. Today shippers can get

the benefit of through refrigerator car service on their less-than-carload perishables from Chicago to any fair-sized city in the South.

Cheese is still called a luxury by many persons. That is not a fact, however. Health departments, chemists and physicians say that cheese is a highly nutritious and moderately priced food. There is no cooking or waste. Six ounces of cheese and twenty-four ounces of bread will sustain the average hard-working man each twenty-four hours. We are not, however, a cheese-eating nation. We consume one pound per capita per year to England's five pounds. It formerly was less than that.

Wisconsin will advertise and improve the quality more in the future. It is predicted that in four or five years the consumption in this country will be equal to that of England. That means five times the present cheese tonnage throughout the United States. Estimate therefore the demands to be placed upon the carriers for icing facilities and refrigerator cars. Our road has come along with this rapid increase in all perishable movements; it is now possessed of one of the largest complements of refrigerator cars and is constantly adding to that number.

A Well-Known Western Lines Conductor

M. R. White, conductor on the Wisconsin division, has been in the service of the Illinois Central System for thirty-four years, and has been a railway man for forty-six years. He was born January 27, 1857, at Canton, Ohio, moved to Illinois when he was 3 years old, was forced to leave school when he was 13 years old, worked as a farm hand six years and started his railway career in 1876 as brakeman on the old Western Union Railroad, which later became the C., M. & St. P.

Mr. White relates many and varied experiences during his early railway work. He was a brakeman during the time when there was no such thing as air brakes. All the stops of the freight and passenger trains had to be made by hand. And in the winter the tops and platforms of the cars were covered with ice and snow. Often, he says, the brakemen had to carry hammers on the top of the cars to clear away the ice so that the brakes could be set. It was dangerous work in those days, he says, as the tops of the cars were slippery.

Mr. White's service with the Western Union Railroad came to an abrupt end when he refused to be suspended for ten days. He had a controversy with the superintendent of the division on which he was working because he had used waste to build a fire. As a result of the misunderstanding, Mr. White asked for his salary and resigned his position.

He was not out of the railway work long. He resigned at Freeport, Ill., left the station and met a conductor of the C. & N. W. R. R. He related his recent experience, and was im-



M. R. White

mediately offered a position on the C. & N. W. R. R. as brakeman. Conductors and agents had the authority to hire men in those days, Mr. White says. He accepted the position, started to work that day and remained with that road for ten years. During this time he was brakeman, conductor and yardmaster.

In 1888 Mr. White resigned to accept a position as conductor on what was called a supply train of the Illinois Central Railroad. This

train carried company material and provisions to the construction camps along the line.

Mr. White was freight and extra passenger conductor for the Illinois Central until April 7, 1892, when he was promoted to passenger conductor and was given a regular run between Chicago and Addison, Ill. He has continued as passenger conductor since.

At present Mr. White is conductor on what he terms the Rockford Milk Train. He runs into Chicago every day, and makes his home in Rockford. Mr. White has one son and two daughters, all married. Another son, James W., died at Atlanta, Ga., while in service during the war.

He says that he has always been glad that the controversy arose while he was employed with the Western Union, because it was the beginning of his advancement in the railway business. He declares that he is now employed by the best railroad in the country.

GUARDS THE TIME



W. F. Hayes

W. F. Hayes, who was appointed general time inspector of the Official Bureau of Railroad Time Service to succeed Webb C. Ball, deceased, is well known on the Illinois Central System. Mr. Hayes was born on a

farm near Palmyra, Wis., served his apprenticeship as a watch-maker and worked at that trade for fifteen years. After several years in the jewelry business at Janesville, Wis., where he was local watch inspector for the Chicago & North Western and the Chicago, Milwaukee & St. Paul, he became associated with Mr. Ball in 1903, having jurisdiction over the Chicago, San Francisco, Houston and Winnipeg offices.

A TRUE SOUTHERNER



Miss Martha Lucie Mackey

Miss Martha Lucie Mackey, daughter of Claim Agent and Mrs. H. G. Mackey, Jackson, Miss., was maid of honor on the staff of Major-General William Wroten, commanding the Mississippi Division of the United Confederate Veterans at their recent reunion at Richmond, Va. Both of her paternal and maternal grandfathers were soldiers in the "Lost Cause," and she takes great interest in the activities of the old soldiers, being a frequent visitor to the Confederate Veterans' Home at Beauvoir, Miss. She was graduated from the high school at Jackson, Miss., in June and will enter college in the fall. Miss Mackey accompanied some of the veterans to Washington, where they were received by President and Mrs. Harding and were shown many courtesies by the Mississippi representatives in Congress.

ACCIDENT AND



INJURY PREVENTION

Our Investment in Safety Figured Out

By C. O. SHUNK,
Engineer, Freeport, Ill.

IT is evident that, if grade-crossing accidents are to be avoided, some one must stop. The railroads have done and are doing everything possible to protect the autoist, except stopping the trains at grade crossings.

In order to ascertain just what the Illinois Central has done on the Freeport district, I have taken a check on the amount of money spent from Freeport to Parkway—105 miles—for crossing gates, bells, signs, and so forth, and for the wages of gatemen and upkeep of gates. I find that up to January 1, 1921, there had been spent \$45,130 for installation and that during 1921 there was spent \$3,470 for upkeep and \$26,200 for the salaries of gatemen and crossing flagmen. This makes a total of \$74,800, or \$712 a mile, or \$870 for each grade crossing. Yet the Illinois Central has derived little benefit for the investment of \$74,800.

One would think that the expenditure of this amount would furnish ample protection, and yet, on this district in 1921, there were eight grade-crossing accidents. In each instance the crossing was equipped with a crossing bell. In six of the cases, locomotives struck the automobiles and in the two others the automobiles were driven into the train. In all but one case damages were claimed. For these the company paid \$563, not because it was at fault but to avoid lawsuits, which would have been more expensive. Fortunately no one was killed, but six persons were injured.

What Whistle Signals Mean

I understand that, in case of violation of the traffic rules in a city, if an accident occurs, the motorist violating the rules is liable to a fine and also to damages. But, in the case of a grade-crossing accident, which is always caused by the motorist's failure to observe the rules, the railroad is usually blamed for the accident. It is seldom that the automobile driver will admit that he is at fault.



C. O. Shunk, freight engineer between Freeport and Chicago, will complete his twenty-third year of service in September. He entered the service as a fireman in September, 1899, at Freeport. On January 30, 1903, he was promoted to engineer. The greater part of his work has been between Freeport and Chicago.

Enginemen have a code of whistle signals, most of which are used in the operation of trains, but there are two that are for the benefit of the people. One long blast of the whistle is sounded when approaching a station, and two long and two short blasts when the train is approaching a crossing. An engineman neglecting to sound the whistle at each whistling post is liable to a fine. There is no one, perhaps, who doesn't know the regulation crossing signal. There is another signal, not used in the operation of trains, a series of short blasts of the whistle, which is known as the stock signal; it is used to frighten stock which may be on the track,

and it is usually effective. Often, when an engineman has sounded the regulation crossing signal and sees an automobile approaching the crossing whose driver will not heed the warning, the engineer gives the stock signal, which will sometimes stop the driver of the car.

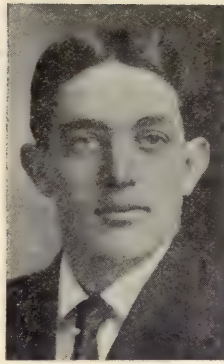
It is my opinion that the one great mistake is that the automobile drivers have been taught that the railroad will protect them, instead of being taught to protect themselves. The laws and city ordinances compelling the railroads to install gates, bells and so forth have only tended to make the autoist careless.

Gates and bells are mechanical and are liable to failure. Should such a failure occur when a train is approaching a crossing, it would be very dangerous, for those who use such a crossing will make no attempt to stop if gates are not down or the bell is not ringing. The best protection, then, for the automobile driver would be a law compelling everyone to stop for every railway crossing. The penalty for the violation of such a law would have to be severe. No doubt safety islands, such as are used in Chicago at street intersections, could be used on both sides of each crossing. They would compel the motorists to slow down and would reduce grade-crossing accidents.

It is the duty of the motorist for his own safety to "Stop, Look and Listen." If he will not, the trains will have to—and it is certain that on one wants either passenger or freight service so encumbered.

Would Label Safest Section

B. J. McAboy, division motor car repairman at Clinton, Ill., who has been active in



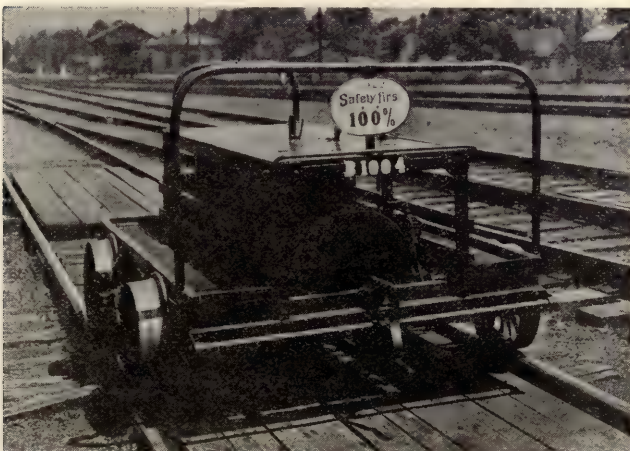
B. J. McAboy

accident and injury prevention work in construction, equipment and operation of motor cars on the Springfield division, has submitted a plan that in his opinion will make those in charge of the operation of motor cars use greater precautions to avoid accidents. His idea is to furnish each deserving foreman who has charge of the operation of a motor car with a white sign on which in blue lettering are painted the words "Safety First 100%." The white background and the blue letters make a conspicuous sign and would designate the standing of the foreman and his gang. This sign would be furnished only to foremen who had no accidents or injuries during the year. Any ambitious foreman realizing this fact naturally would be much interested in keeping his motor car equipped with a "100%" sign.

The idea submitted by Mr. McAboy seems to be a good one and, if such a plan is adopted, ought to assist in preventing accidents and injuries in the operation of motor cars. At the same time, it will recognize the foreman who has had a clear record.—S. M. C.

Teach Children Safety

In connection with the "Careful Crossing" campaign, the Chicago Safety Council recently issued a pamphlet appealing to the school children of Chicago for their support in making the campaign a greater success. The booklet was distributed with the request that it be read in each room of all Chicago schools either by the teacher or by an older boy. It contained statistics of the number of persons killed and injured at railway crossings in recent years and many "don'ts" for the children to bear in mind. The pamphlet also made the request that the attention of the children be drawn to the "Cross Crossings Cautiously" posters which have been displayed.



Mr. McAboy's Suggested Motor Car Sign

Proper Lubrication an Aid in Saving Money

Engineer Can Serve Company by Preventing Waste of Oil as Well as Avoiding Use of Too Much Fuel

By C. L. ZANEIS,

Traveling Engineer, Springfield Division

Mr. Zaneis has recently been acting as lubricating engineer, working under the direction of R. W. Bell, general superintendent of motive power.

ARTICLES have appeared in this magazine from time to time giving facts and figures as to the result of united effort when put forth to accomplish a particular thing. All effort put forth by those held responsible for efficient, economical and satisfactory railway service must be accompanied by the full and whole-hearted co-operation of the man on the ground if the desired results are to be obtained.

Importance of the Engineer

There are but two classes of employes on the railroad: one which disburses money for labor and supplies, and one which makes and saves material. It may be that I am partial to some extent, but I feel that the locomotive engineer is in a position to make and save more for the railroad than any other employe. The proper handling of trains in both freight and passenger service, good judgment in switching cars, avoiding rough handling and providing on-time service are advertising features that win and hold business, and these are largely under the control of the locomotive engineer. In other words, the engineer delivers the finished product.

We hear much of the saving that has been made in fuel the past two or three years. This wonderful saving has been brought about through the united effort of employes in every department, but the final result had to be shown on the locomotive. Many methods of fuel conservation have been tried, but the most effective method proved to be the one based on education and co-operation. With these two principles foremost, many employes found that they had never realized the great waste of fuel and material, because there had been no organized effort to save.

Education in Safety Needed

Many devices have been installed on the rail-

roads the last few years to guard the safety of passengers and employes. A disregard of the intent and principle of these devices not only is a loss to the railroad but often results in injury or loss of life to passengers or employes. Often the misuse of a safety appliance is caused by ignorance, and it is the duty of those who are informed as to their correct use to instruct their fellow employes. By this kind of co-operation, we will obtain results that make for better railroading.

The last ten years have seen decided changes in the design and construction of locomotives. Numerous devices have been installed to lessen the labor of the enginemen, enabling them to give greater attention to the operation of the machine. With the advent of new power and improved conditions on the locomotive, it has been necessary for the engineers also to adopt new ideas and methods or become back numbers, and with but few exceptions they have adapted themselves to the new conditions almost 100 per cent.

Lubrication on Superheated Engines

One of the greatest changes effected in power has been the introduction of the superheated engine. The installation of this device has made it possible to have larger engines with greater tractive effort.

This change has reversed the lubricating system practiced on saturated engines, inasmuch as it is now necessary to lubricate the cylinder as well as the valves. It is not necessary to go into detail as to the construction and operation of the superheated engine, except from a lubricating standpoint. In the saturated engine we oiled the valves only, and as a rule with almost any kind of lubricating oil; but owing to the increased temperature in both valves and cylinders, especially prepared oil must now be used to lubricate the engine properly.

The successful lubrication of a superheated locomotive is not difficult if all the accessories to the lubricator are in proper condition. The chokes in the tallow pipes should not extend more than half way into the steam pipe, opening down, so that the oil may mix properly with the steam. The tallow or oil pipes should

have no pockets in them. The steam pipe to the lubricator should be wide open, and with a properly working lubricator the engine will lubricate successfully.

What Causes Carbonization of Oils

Carbonization of oils in the steam ways and cylinders is caused by the admission of air when the cylinders are at a temperature above the flash point of the oil and by unconsumed gases drawn into the valve chambers and cylinders through the exhaust. The use of a drifting throttle should always be practiced.

Tests and experience have proved that admission of oil to the valves only does not provide the necessary lubrication for the cylinders as satisfactorily as when oil is fed directly into them. This method of lubricating does not require additional oil, as the valves receive part benefit of the cylinder lubrication as it passes through the exhaust rings.

The cost of lubricating oil on this system is almost \$500,000 a year, and the wasteful and improper use of oil is a big item. The extravagant use of oil on driving box wedges and shoes and on valve motion can be eliminated if the engineer will only realize that a very small amount of oil applied properly and at the proper time will give any bearing suffi-

cient lubrication. As an example of the free distribution of oil, a small spoonful of oil placed in a tub of water will completely cover the surface.

Oil can be saved by closing the lubricator feeds before stopping on pit tracks, as many times engines will drain enough oil out of the cylinder cocks on the roundhouse floor to lubricate them for twenty-five to fifty miles had it been applied properly through the lubricator instead of being allowed to waste on the floor.

Related to Fuel Conservation

The same rule applies to guide cups, should they be left open. Packing in engine trucks, trailers and tank boxes should be inspected, and reported only when needed. A great loss of oil is often caused by extravagant use on these appliances, and it should be watched carefully.

Proper lubrication is closely related to fuel conservation, and the engineer has both under his control and supervision. In the light of conservation, oil wasted is beyond use for any purpose. Coal may be reclaimed in some measure. The engineer has within his power the means of effecting a great saving in both oil and coal, and this saving means greater efficiency both on the part of the engineer and in the service the railroad renders the public.

Our Annual Fire Loss 57 Cents a Minute

By G. R. HURD,

Supervisor of Fire Protection

The fire losses on this railroad for the last year amounted to 57 cents a minute, and most of the fire losses were preventable. Each employe should consider himself a fire inspector or warden, as far as his particular duties are concerned and insofar as any dangerous condition may come to his notice; each one should have in mind constantly that through no act of his or through no lack of action on his part will he create a fire hazard or allow one to pass unnoticed.

If you know of or see a fire danger or hazard, report it at once to the person in charge of your department, so that the danger may be corrected at the earliest possible time.

I have often heard the following remark: "We have never had a fire, and I have been here so many years."

The answer is that the mere fact that you never have had a fire is no reason that you may not have one. You are perhaps that much

nearer a fire. Fires, like accidents, happen at unexpected times. Fire is the demon that never sleeps. An ounce of prevention is worth more than tons of water after the fire has a good start.

Keep in mind constantly that the first requisite in the prevention of fire waste is good housekeeping—meaning cleanliness. Every fire in railway property should be made the personal responsibility of some employe. It must be remembered that the majority of fire losses are preventable, that they are largely a matter of lack of cleanliness and carefulness, and that the great study of prevention must be along these lines.

Remove accumulations of rubbish and waste and guard inflammable property and materials from all sources of danger by fire. Guard against not only physical defects but also neglects brought about through carelessness, indifference, ignorance or willfulness on the part of any person.

Smoking is a general habit. Guard carefully

against hazards and careless practices incident to it. Do not smoke wherever you see the "No Smoking" sign.

The acceptance of individual responsibility will prevent not only large waste of property, which cannot be replaced immediately, but temporary loss of employment through the destruction of facilities and serious interference with operation.

Most fire losses are caused by carelessness, and carelessness means not having your mind on what you are doing.

All officers and employees should be on guard at all times to prevent a fire. Show your loyalty and co-operation, and, thorough earnest efforts and constant vigilance, accept your responsibility toward the prevention of the unnecessary fire losses.

Are you doing your part to prevent a fire and to help make this the safest and best railroad in the world?

Remember that it is easier to prevent a fire than it is to extinguish one. Think before you take another chance.

What Rough Handling of Cars Can Cost

By G. S. HARTMAN,
Trainmaster, Fordham, Ill.

Records show that rough handling of equipment is responsible for about 25 per cent of loss and damage claim payments. In addition, this means a great expense (and a large portion of it unnecessary) due to the damage to equipment and also to loss of time of train and engine crews re-railing cars and engines or chaining up cars. In many cases, there is the expense incident to requiring a steam derrick, the use of which is expensive, to say the least.

If engine and trainmen would stop to consider what pulling out one drawbar means, it is safe to say each one would redouble his efforts to avoid this damage.

To illustrate, if it requires thirty minutes to switch a bad order car on the repair track and thirty minutes more to switch it off the repair track and classify on the proper track, the cost for switching the car alone will amount to approximately \$15, including fuel, supplies and supervision, and only one drawbar pulled out each day for one year will cost \$5,475 for switching the car to and from the repair track. Considering this service can be accomplished in one hour, the amount for switching the car alone is equal to the interest on more than \$90,000 for one year at 6 per cent, and does not include the cost of labor or material in making repairs to the car. On every car that is damaged sufficiently to require being placed on the repair track, where the switching operation requires as much as one hour, the interest on more than \$90,000 for one year at 6 per cent is simply thrown away. How many enginemen, trainmen or yardmen stop to think of this extravagant waste in handling their trains or switching cars in yards? A little

earnest effort on their part will soon eliminate this large and practically unnecessary item of expense and will serve greatly to reduce loss and damage freight claim payments.

Safe practices, co-operation among all employees and a feeling of good fellowship are absolutely necessary to the proper operation of the railroad. Where these three attributes are apparent, the major portion of loss due to rough handling will soon be eliminated. Yardmasters can do a great deal of good in the elimination of rough handling by keeping a close supervision on the work in their yards and the proper placing of their men, especially of engine foremen, and by talking frequently with them, as well as the helpers and enginemen, on their daily rounds through their yards, correcting any irregular practices that may come to their notice. New men are usually assigned to night work and, not being entirely familiar with conditions, might possibly handle cars too fast or in some other manner that might cause damage. The yardmaster, if alert, will soon educate the new man by talking with him before the damage is done.

The rough handling of equipment, about which so much has been said, is in most cases the result of carelessness or lack of good judgment. It can be eliminated when safe practices and co-operation are pursued among employees.

APPOINTED IN CALIFORNIA

A. A. Zastrow was appointed traveling freight and passenger agent at Los Angeles, Cal., July 1. His office is 370 Pacific Electric Building. Mr. Zastrow takes the place of J. R. Gager, who has been promoted.



Top picture—Our original shops at Centralia, Ill., with blacksmith shop at left and machine shop at right. Center picture—Old engine No. 122, roundhouse force and second roundhouse at Centralia. Bottom picture—First roundhouse at Centralia in 1854. Photographs by courtesy of R. H. Horn, now on the pension list.

CLAIMS DEPARTMENT

Damage Suit Yields \$25 Verdict

Miss Emma Taussig, an Austrian citizen, sued the Yazoo & Mississippi Valley Railroad in Claiborne County, Mississippi, for damage by fire alleged to have been set out by a passenger train near Insmore, Miss., in November, 1920. In the petition she claimed that an area of thirty-five acres had burned over, destroying 164 bushels of lespedeza seed valued at \$5 a bushel and sixty-four tons of lespedeza hay valued at \$15 a ton, or a total of \$1,780.

C. C. Smith had been running the place in previous years and owned and worked other land in the locality. Smith has been a frequent litigant against the railroad. He induced Miss Taussig to let him file this suit in her name. The case was tried at Port Gibson, Miss., in June. While the trial court gave the jury a peremptory instruction to find the railway company liable, the jury was so little impressed with the fact that any material damage had been sustained that it returned a verdict for only \$25, about 1.4 per cent of the amount sued for.

When the expenses are paid, Miss Taussig will probably regret that Smith did not arrange to share in the losses as well as in the profits.

It is an adage that when a train strikes a scrub cow or a razorback hog, a Jersey or Duroc animal is the one found dead. It is also said that usually when fire burns over an old weed patch or sage field near the track immediately the field proves to have had the best stand of hay and seed ever grown in the country. Too frequently the plaintiff gets away, in part, with such a contention, but this was evidently too clear a case for that particular jury. Possibly the jurors thought the railroad had been so nearly drowned out in the recent floods that it ought not now be scorched with a fire suit.—E. W. S.

Speed of Train Didn't Count

George D. Clark, a 13-year-old youth living at Jackson, Miss., attempted to board a moving freight train on March 22, 1921, while it

was passing over one of the street crossings of that city. He is minus his right foot as a result of his folly.

A lawyer thought that he could recover damages by invoking in this case the statute prohibiting trains from exceeding a speed of six miles an hour through the corporate limits of a municipality. He therefore filed suit in Hinds County. When a leading paper of Jackson commented editorially on the gross injustice of the suit, he dismissed his suit and filed it in Lincoln County, far removed from the scene of the accident as well as the home of the youth.

The railroad removed the case to the federal court, at Jackson, where a trial was held in December, 1921, before Judge Sheppard of Florida, sitting as a special judge in Mississippi. Being unfamiliar with the Mississippi laws Judge Sheppard permitted the case to go to the jury, and a sympathetic verdict of \$3,000 was returned, which Judge Sheppard, as soon as he had thoroughly examined the Mississippi law, set aside. He granted the railroad a new trial.

The case was recently tried before Judge E. R. Holmes, the regular federal judge, who, upon hearing the plaintiff's testimony, held that the boy's injury was the result of his own grossly negligent act, and the jury was instructed to return a verdict for the railroad.

We believe that this is the first time a plaintiff has charged in his declaration that, while the injured person was engaged in the unlawful and extremely hazardous act of jumping on a train, his injuries were solely caused by the fact the train was running faster than the statute permitted. It only goes to show the extremes to which some lawyers will go in order to "trim" the railroad. Both trials consumed four days and cost the taxpayers and the railroad a considerable sum of money.—H. G. M.

The Passing of John Williams

Away back yonder in the spring of 1913, before Volstead became famous, there was employed by this railroad a negro named John Williams—a member of Bernreuter's bridge

gang—whose home was at West Point, Miss. John was the head of a large family of children, ranging from infants to adults, and it was his custom to run in home Saturday nights when the camps were located sufficiently near to warrant the trip.

The evening of May 18, 1913, having tanked up on a beverage that is now extinct and having ascertained that the boss was away with his tricycle left unguarded, John secretly took possession of the "speeder" and started down the track in the direction of his home, about ten miles distant. There was a dip in the track at about the half-way point, and locomotion was easy until he got that far. However, like Lazy Ned, he did not fancy the up-hill pull, and, being filled with liquor akin to "white mule," very naturally fell asleep when his machine finally stopped at the lowest point.

This was about sun-set, and No. 234 was due, but John was enjoying sweet dreams of childhood and was not annoyed by train sched-

ules, either freight or passenger. After rounding a stiff curve, Engineer Blankenship discovered the object in the track only a short distance ahead and made a desperate effort to stop, but that was impossible. Repeated blasts of the whistle failed to arouse the man, and the engineer then realized he was asleep, sitting there on the tricycle in an upright position.

The negro did not live to make a report of the accident, but after a long number of years the heirs-at-law found attorneys who were willing to try their luck at recovery. Then followed a suit at Aberdeen and a trial October 27, 1921, which resulted in a jury verdict in favor of the railroad. The supreme court has just now affirmed the decision of the trial jury, and the case is therefore finally closed.

The heirs, having taken advantage of the pauper's oath, threw the heavy costs upon the railroad, besides which the employe witnesses were compelled to lose many days from their regular work.—J. L. S.

His Watchfulness Saved a Child's Life

Engineer William ("Buster") Carney, a veteran engineer on the Memphis division, saved the life of a child while on train No. 13, March 30, by his watchfulness and quick judgment.

After leaving Coahoma, running at the usual rate of speed, Mr. Carney saw a white object in the distance on the track. He whistled and immediately applied the brakes in emergency. As he was stopping he discovered the object was a little child. There was a moment of dreadful suspense, when Mr. Carney feared being unable to stop. He used all the appliances at his command, bringing his train to a stop within six feet of the child. Mr. Carney got off his engine, lifted the child from the track, and delivered her to the older children, who had by that time reached the track.

The child is the 21-months-old daughter of I. J. Morris, a planter near Coahoma, Miss. Mr. Morris advises that he continually warns his children of the danger of going upon the railway property and does everything possible to keep them away from the track. In this instance, the child was in the yard with the other children only a few minutes before the occurrence, but in some way escaped their notice and wandered on to the track at a point opposite Mr. Morris' residence.

Mr. Carney has been an engineer in the



William Carney

Memphis division for thirty-one years, and his service has always been of the character manifested in this instance.

What Patrons Say of Our Service

Special Service on Medicine

J. E. Rudolph, assistant manager of the Van Vleet-Mansfield Drug Company, Memphis, Tenn., recently wrote as follows to F. J. Theobald, chief clerk to Superintendent J. M. Walsh of the Memphis division:

"On behalf of our customer, Dr. J. W. Gray, Clarksdale, Miss., and his patient, we want to thank you for the accommodation which you so kindly extended us Saturday evening in permitting us to place a package of Antirabic Serum on an early freight train leaving for that point.

"This was a favor that of course could not be extended promiscuously, but on serious occasions like this we certainly appreciate co-operation from disinterested parties in assisting us in effecting immediate delivery of vital medicines."

The call came to Mr. Theobald at 6 o'clock one Saturday evening. Doctor Gray had a patient, a child who had been bitten by a mad dog, and the drug company wanted to know if it would be possible to speed the package from Memphis to Clarksdale on a freight, the only train running at that time in the evening. Mr. Theobald found that a dirt train was listed for 7 p. m. He had the package delivered to the chief caller at South yard, who delivered it to the conductor boarding the 6:30 p. m. employees' train, and the conductor in turn delivered it safely to the ticket agent at Clarksdale.

At the Funeral of Mrs. Small

The Illinois Central served many of those who attended the recent funeral of Mrs. Len Small, wife of the governor of Illinois. The following letter to J. H. Lord, district passenger agent at Springfield, Ill., is from C. E. Black, adjutant general of Illinois, with headquarters at Springfield:

"I wish to express to you and, through you, to the many officials of the Illinois Central Railroad who co-operated with you in the furnishing of the special train to Kankakee and return on the 28th my appreciation of the excellence of the service and the great attention paid to the comfort of the passengers aboard the train.

"I made many inquiries of the passengers regarding their comfort, and their expressions

were unanimous that everything was being done to make their journey a comfortable one. While I did not get to talk to every passenger individually, I am sure the expressions above represented their unanimous opinions.

"Many remarks I overheard to the effect that this was the finest funeral train that ever was sent out from Springfield, and I believe you and your officials should know that we appreciate that everything was done that could be done by you and, from the standpoint of the railway train, your work was a great success."

Enjoyed Trip of Illinois Bankers

The following letter to C. B. Dugan, superintendent of our dining service, is from Carl H. Weber, assistant chief bank examiner, office of auditor of public accounts, Springfield, Ill.:

"I had the pleasure of being a member of the party of bankers which toured the state in connection with the group meetings of the Illinois Bankers' Association, and I desire to take this occasion to compliment your department for the excellent service rendered en route. C. A. Castle and his assistants were unusually capable and courteous and were very solicitous for the welfare of the entire party."

Finds Good Service on a Diner

The following letter, addressed to C. B. Dugan, superintendent of our dining service, is from Leo K. Steiner of the investment firm of Steiner Brothers, 55 Liberty Street, New York City:

"I feel that efficient service should be commended, just as inefficient service would be reported.

"It has been my pleasure as well as the good fortune of my family to travel on a great many occasions on your trains between Birmingham and Chicago, and during these travels, on a number of occasions, we were served in your diner by L. B. Frame.

"It is a pleasure to travel with him, as I consider him one of the most efficient men that I have come in contact with, and my travels have been extensive."

Perfect Service to the Bankers

The following letter, addressed to J. V. Lanigan, general passenger agent, and C. B.

Dugan, superintendent of our dining service, is from John A. Cathcart, president of the First National Bank, Sidell, Ill., who was in charge of the trip to which he refers:

"I wish to take this occasion to thank you for the manner in which you arranged for our comfort and prompt handling of our cars on the recent tour of the state on the Illinois Bankers' Association Special. From the time that we left Chicago until our return, not one incident occurred to mar the trip. I want to congratulate you on having in your employ such men as your Mr. Wheelan, Mr. Castle and Mr. Simmons. These gentlemen used every means possible to make our trip a pleasant one, and it was the consensus of opinion that it was the best trip the group has ever had.

"Your Mr. Castle deserves special mention for the manner in which he handled the dining car service, which was excellent, and the meals will long be remembered by the party.

"Mr. Harvell, who had charge of the Pullman work, is also a past master in his line, and we appreciate his many courtesies.

"I trust that you will feel at liberty to call upon us should you desire a good recommendation for the service of your good road."

Handled a Crowd in a Hurry

The following letter to President C. H. Markham is from W. H. Brizendine, mayor of Mayfield, Ky.:

"Recently it became necessary or advisable for a party of forty-four of our leading business and professional men to appear in Louisville before the Kentucky Normal School Commission, which is considering claims submitted by various western Kentucky towns for the location of the Western Normal School. Our party was suggested and the trip planned so hastily that we found the hearty co-operation of your local agent, M. H. Robertson, and the superintendent, C. R. Young, so nearly perfect that it greatly aided our party in its object and added wonderfully to our comfort. I therefore take great pleasure in making the facts known to you.

"Our trip was planned on Sunday afternoon, May 28, to leave Mayfield at 10:45 a. m., May 30. I conferred with your local agent, who advised that I call Mr. Young over long distance telephone. I told him that I thought it would be necessary for him to put an extra car on the regular train and make extra provisions for the dining car service; although the time was very short, he gave evidence of work-

ing over-time to make preparations, called me several times over long distance, and really did more for us than we could have reasonably expected of him. Our trip to Louisville was enjoyed by all; your train crew, and especially those in charge of the dining car service, showed us every courtesy and attention that we could have expected.

"Mr. Fowler met our train in Louisville and not only gave us assurance but relieved us of any trouble or worry with reference to Pullman service out of Louisville on the evening of May 31. He offered his services otherwise in any way we could use him, making it all in all a very enjoyable trip and one highly appreciated by every member of the party."

Appreciated the Bankers' Special

The following letter is from Paul R. Walters of Atkinson, Ill., president of the Illinois State Chapter of the American Institute of Banking:

"The writer has a very pleasant duty to himself to discharge in acknowledging the splendid service rendered on the recent tours of the state of Illinois by the Illinois Bankers Association Special.

"Every attention and courtesy was afforded us. Mr. Castle and Mr. Simmons were always on the job to make things pleasant and comfortable, and the only complaint we could possibly make was they overdid the matter and fed us too well.

"The chef and waiters should be mentioned also. Their perfect service was needed to make the thing complete.

"Real hospitality prevailed, and it is with the utmost pleasure I send in this word of my appreciation as one of the party which was treated so royally."



Milliken University, Decatur, Ill.

The Demagogue a Peril

(Continued From Page 46)

"I am going to have a share in some of these enormous earnings, but I am going to play safe. I will buy only the very best. I will start in with some railroads. There is the Pennsylvania. They tell me it is the standard railroad of the world. It has 60,000 women stockholders. It has paid dividends since 1854. I can buy its stock now at about par, I will put one-fifth of my money in that. It will earn me \$600 per year for life. Then, there is that Chicago, Milwaukee & St. Paul, which runs from Chicago to Seattle, and covers Wisconsin, northern Iowa, southern Minnesota and the Dakotas like a devil fish. Its preferred stock was sold outright to stockholders for \$100 per share cash. It has been above par, and now I can get it where the stockholders got theirs. I will put \$10,000 in Chicago, Milwaukee & St. Paul preferred—\$700 a year for me as long as I live from that source. No taxes; the railway company pays the taxes.

"Boys, I am getting somewhere now. And here is that sugar monopoly. Its stock was selling at \$140 not long ago. I can get that at par, too. So here goes—\$10,000 for sugar. Seven hundred dollars more assured for life—no taxes. And, say look at that Sears Roebuck stuff! I can get that at about par. I have paid that concern a lot of money. I am going to be in it myself, and I will get my little 7 per cent regularly—\$700 more annually. Great Caesar! I thought I was done with railroads, but here is that old reliable North Western selling at \$99 a share. I did think I would put the last \$10,000 in the bank or loan it on a mortgage, but I might have to pay taxes on the mortgage. I will put this last \$10,000 in North Western—\$700 more per year for life. My \$50,000 is going to give me a total income of \$3,400—no taxes, no repairs. The money will come to me by mail."

How Would It Turn Out?

I submit that any banker would have told anyone who came to him with such a program a few years ago about this: "If you are going to invest in stocks, which I do not advise, you have about as conservative a list as you could pick out."

But how would it fare with anyone who had done this? His income would not be \$3,400 per year. It would be \$900. The Pennsylvania's dividend has been reduced to 4 per cent,

and the North Western's to 5 per cent. They are the only two concerns on the list that are paying anything, and the North Western's dividend was not earned last year. How about his capital account? His 100 shares of American Sugar would be worth \$7,800; Sears Roebuck the same; North Western \$7,400; Milwaukee preferred \$4,000, and the Pennsylvania \$8,200; total \$35,200, being a loss of \$14,800. It would have been very easy to have made out a list of stocks considered gilt edged two or three years ago which are today paying nothing at all and can be bought for a song. None of the stocks of the great sugar companies are paying a cent of dividends. Of the well-known mining stocks, only the Utah Company is paying a cent, and that only \$2 per share. The dividends on automobile stocks have reached the vanishing point. The chemical stocks which paid from \$6 to \$32 a share prior to two or three years ago have all passed their dividends except two, and they are on a 4 per cent basis. Of the rubber-tire companies, all dividends have been passed except in two cases. One is paying \$3 a share and the other \$2. Only the tobacco stocks seem to have held their own.

Every business man, big and little, has had to take a dose of bitter medicine. Many of the war profits were on paper only, but on those paper profits income and other taxes had to be paid in real money.

Poorer Because of the War

A few individuals may be richer because of the war, but not nearly so many as we have been led to believe. The world, as a whole, is infinitely poorer. It has lost, numerically, financially, morally and spiritually. Its loss in man power—the very flower of its manhood—cannot be regained in many generations. Its loss in property can only be made good by work, and then more work, and through thrift. The moral and spiritual lapse can only be overcome by a new birth from within. It cannot be superimposed from without. We shall, in the end, stand or fall together. Recovery will be a gradual process at best.

The business men of any country, if united, are generally invincible. We need to give more attention to the all-important questions of government than we have been accustomed to give.

How much longer can the business men of this country afford to have the railway question the sport of demagogues who would be right of a job if this great issue were settled right? It is no longer profitable to dwell on the sins of the railroads in days gone by. If

they sinned, and they did sin, have they not been punished—yes, beaten with many stripes? Without them, this country would be undeveloped. Iowa, our own Iowa—today a garden—would be a beautiful wilderness, and nothing more. And unless railway development keeps pace not only with but in advance of the growth of the country stagnation will result.

Herbert Hoover is on record as saying that no other factor or combination of factors would bring a return of prosperity as quickly as would a policy which would re-establish railway credits and permit the railroads to re-equip and extend themselves to meet the transportation needs of the nation—and he is right.

A Half-Truth Is a Lie

The Cummins-Esch Bill is criticised and its repeal demanded because of an alleged guaranty provision guaranteeing to the railroads a net income of $5\frac{1}{2}$ per cent on ascertained valuation. I know of no more striking example of how hard it is to kill off a lie or a half-truth than this. There never was any guaranty. Last year the railroads earned less than 4.2 per cent. (Their net operating income was 3.3 per cent upon tentative valuation—Editor.) Has anyone heard of this deficiency being made up to them?

For myself, I am bold enough to say that there ought to be a guaranty in the case of the railroads, since we have so regulated them that they have no control over their own business. Let me bring this home to every one of you. Suppose the government should establish two boards to control your business, giving to one the power to say what you should charge for the goods you had to sell or the service you rendered and to another board the power to say what wages you should pay your help, how many hours they should work, and under what conditions, down to the minutest detail. Do you think you could borrow money at low rates under those conditions? Do you think you could sell stock to raise money for extensions and betterments? The railroads are in just this condition. Truly the road back to normalcy for them is a rocky road.

In my opinion, these things would help:

First, to get back to fundamental principles in government. We have not been exactly "fiddling while Rome burned," but we have been engrossed in business, in golf, in joy-riding, and in an all-around effort to have a good time, while the very foundation principles on which this government rests have been subtly undermined. We need to get back to a repre-

sentative government. This nation cannot endure as a social democracy any more than Russia can. We need to choose the very best men possible for legislative duty, and, having chosen them, trust them—keep them in office long enough to master governmental principles, and then keep them in because they have mastered them.

Do Away With Class Thinking

Second, quit thinking of public questions solely from the individual standpoint. This country, with its diversified interests, often in conflict, can not get anywhere by the bloc method, now seemingly popular. There is more class consciousness in America today than there ever has been before. Class distinction is as far removed from the true spirit of America as Prussianism is. In a message to Congress toward the close of his administration, President Roosevelt said:

"The vital lines of cleavage among our people do not correspond and indeed run at right angles to the lines of cleavage which divide occupation from occupation, which divide wage earners from capitalists, farmers from bankers, men of small means from men of large means, men who live in towns from men who live in the country; for the vital line of cleavage is the line which divides the honest man, who tries to do well by his neighbor, from the dishonest man, who does ill by his neighbor.

"It is the man's moral quality, his attitude toward the great questions which concern all humanity, his cleanliness of life, his power to do his duty toward himself and toward others which really count; and if we substitute for the standard of personal judgment which treats each man according to his merits another standard in accordance with which men of one class are favored and men of another class discriminated against, we shall do irreparable damage to the body politic.

"I believe our people are too sane, too self-respecting, too fit for self-government ever to adopt such an attitude. This government is not and never shall be governed by a plutocracy. This government is not and never shall be governed by a mob."

I wonder if Mr. Roosevelt, if he were living, could express himself with equal confidence as to America's attitude today? I fear not. But that does not matter, so far as the truth of what is said is concerned.

There is no place in America for any kind of a bloc. If we replace the party system with

a group system, the day of our degradation and disintegration will be at hand. We must seek to do justice rather than to take or gain advantage; to rely upon ourselves rather than upon the government; to discriminate between liberty and license everywhere. We must recognize the fact that statesmanship is an art; that it can no more be mastered over night than law or medicine or engineering; and that people can no more legislate directly than they can build bridges directly. There is no alchemy whereby mass ignorance can be transmuted

into intelligence. We must get away from littleness. Always we must have in view the larger ends to be attained and served. Just now we are in danger of predicating our action on great governmental policies of far reaching import on some prejudice—some inconsequential thing. We have got to quit this. We must shun the demagogue and exalt the statesman, or we shall “meanly lose the last best hope of earth”—a government founded on equality before the law and justice under the law.

Son of Pensioner Becomes a Noted Singer

Back in the eighties and early nineties, one of the most popular of the Illinois Central's pioneer engineers on the Amboy-Dubuque division was William A. (“Bill”) Ropps, who, with his modest but equally popular wife, reared a family of three stalwart sons and one daughter in the little village of East Dubuque.



W. A. Ropps

The eldest of the sons, William Ashley, Jr., early manifested a desire to become a singer. Upon completion of a high school course in the local school, he joined the vested choir of St. Luke's Methodist Episcopal Church, Dubuque, as a chorister, at the same time taking up the study of voice with the director, William H. Pontius.

The singer's gradual rise in the realm of musical art is pointed to with a degree of pride by his parents (who for a time opposed such a course), and they have lived not only to have his beautiful voice ever with them through phonographic records but also to have seen him achieve high rank among the foremost concert and oratorio singers in this country. Mr. Ropps is also a distinguished vocal teacher, having produced several singers now in the active musical field in New York City, where he conducts studios both in the Apollo Building, Brooklyn, and in Carnegie Hall, New York City proper.



Ashley Ropps

Ashley Ropps, as he is known professionally, is entirely a self-made man, having worked his way by devious routes from the little hamlet to the greatest musical center on earth, where, without assistance and entirely unknown, he won a scholarship contract to study with a celebrated master. In addition to having sung with some of the most representative choral bodies and many world-famous artists, he has toured extensively.

The barytone's most recent appearance in the vicinity of his home town, Freeport, Ill., was on December 27 last, when he was the leading soloist at the annual production of “The Messiah” in St. Luke's Church, Dubuque, Iowa, under the direction of Dr. Hugh D. Atchison before an audience estimated at twelve hundred. This was the same church where he began as a choir boy.

His father, who was retired on pension January 1, 1909, after more than forty years of service with the Illinois Central, now lives at Freeport. The elder Mr. Ropps was employed by this company as a fireman in September, 1867, was promoted to engineer in August, 1873, and was employed as engine inspector from April, 1893, until pensioned.



I'VE always resented being harassed by rules and regulations imposed by somebody else. From the time I was 2 or 3 years old, I've always wanted to do as I myself chose, not according to the arbitrary dictation of another. As soon as I learned how to decipher the English language as printed in books, I found out that the feeling of being untrammelled is a fundamental idea of the American people. They had it right at the start. The first colonists brought it along among the old furniture in the Mayflower and the fine old Virginia traditions of Jamestown. Those Jamestowners, so far as I could learn, had individual rights down to a science. They were the original promoters of the principle that a man has a divine right not to work unless he wants to and were willing to starve to death to prove it. In fact, some of them did starve to death proving it.

So I lined up with the contenders that man is a free agent with the right to do as he pleases. Anybody who restricts him in his freedom of thought and action just because of a transient power to do so is a tryant and an oppressor. But the world is full of these self-appointed dictators, I've found. My parents hedged me round with rules and regulations. They oppressed me with an iron regime of disciplinary "do this's" and "don't do that's." When I finally succeeded in oozing out from under a stern parental yoke, I only got out of the frying pan to fall into the fire, so to speak. I discovered that there are a million laws and ordinances enjoining a person to do this or forbidding him to do that. Every other individual you meet is an arbiter of some sort. Half the population is busying itself making laws or enforcing laws or winking at law violations which ought to be enforced. There's very little real freedom anywhere, it seems.

If it isn't a legal statute that confronts one, it is a decree of public opinion or established custom. People are like sheep; they follow anybody who takes it on himself to be a bell-

wether. For example: Every inconsequential act of one's daily life is mapped out for one. A jangling alarm clock or a bellowing whistle rouses one up at an unearthly hour in the morning, when one most desires to remain blissfully asleep. One is forced to get up, under protest from every liberty-loving instinct of his soul, but get up, anyway. He is instantly confronted by all sorts of cut-and-dried rules of procedure. He must put on his pants. He must wash his face, comb his hair, shave, brush his teeth. He must not appear in public without a shirt or even a collar and tie, the latter properly tied. At breakfast he must eat, not necessarily what he wants to eat, but what's on the table—if anything's on the table. Then he must hike, willy-nilly, to his work. On the street car he's expected to hop up and give any strange woman his seat, and if the sardine-packer at the rear yells "Step forward, please!" he must step forward docilely. If he steps on somebody's big feet while doing it, he must say "Beg pardon!" politely. Arrived at his place of toil, he must buckle down to whatever task the man higher up has set for him. And there's always some man higher up



A jangling alarm clock or a bellowing whistle rouses one up at an unearthly hour.

if you have to go to the United States Supreme Court to find him.

In short our personal liberties are constricted and curtailed on every side.

I'd been handicapped by these irritations for a good many years. I'd take off my hat when a woman entered the elevator. I never went around with more than a three days' harvest of heather on my chin. I kept my coat collar fairly free from dandruff. I never grabbed for the best piece of anything on the dish. I'd laugh loudly at any stale joke a friend would tell me. A gentleman can do no less than that, and an angel can do no more. Not that I was glad to do these things. Inwardly I rebelled, but my fetters were too strong for me. I knew myself to be a spineless creature of conventions, a thrall to the rules and regulations made by others, and secretly I despised myself. I would have liked to be a man of initiative, captain of my own soul, and all that sort of thing, but I was a victim of circumstances.

And then one day a rich aunt of mine donned the robes of immortality, and, having a lot of worldly and material impedimenta she couldn't take along with her, she very sensibly left it behind. I, being the nearest of kin, became duly seized of money and chattels approximating a total of \$20,000 in spendable specie. It was quite flustering to think of, at first.

Here I was, in the heyday of my career, suddenly emancipated and cut loose from the shackles of arduous industry. I could twiddle my fingers if I liked at Fate, Fortune and Dame Fashion. Constituted authority had no further strings on me. I felt like a fish in his own private ocean. Think of it! To be able to come, go, stay, or refuse to do any one of the three, as fancy might move you; to eat when and where and what you like; to sleep if you choose; to wear or not to wear what you please—oy, oy! 'Twas fine business.

The first thing I did was quit my job. The boss was right solicitous about me. He suggested that I invest my twenty thou' in sound securities and lay a foundation for a cozy old age. He wanted to place his wider experience at my disposal and give me the best advice he had in stock, gratis. I sniffed inwardly.

"You're a young man of ability and good sense," he said admiringly. "If you decide to stay on with us here, there's a promising future before you. You're already in line for

promotion soon. Don't lose your head, and you have the world by the tail."

I dissented, courteously but firmly.

"I've got my plans all made," I told him. "Thank you and good-by."

"Well, let me know if you should reconsider," he laughed as I left.

It was a great sensation, being free as the air at a filling station. I began to enjoy my liberty at once, without delay. Going back to my boarding house I froze to the end seat on the street car and made everybody scramble over me. I let 'em know they couldn't infringe upon my comfort in any particular. A fat woman with some babies and a lot of bundles got in my way at a street crossing after I left the car. You know, one of those weird people can get in the middle of a sidewalk and block the whole confounded street. It's a knack they have. I jostled her to one side, and she dropped part of her burden—several bundles and maybe a baby or two. It was very evident that she expected me to hustle and pick everything up. But I didn't. I merely kicked the nearest package into the gutter and went on my way rejoicing. I was through being at the beck of any human creature. Through with conventions and irritating restrictions.

Next morning the leather-lunged factory whistle that usually woke me up prematurely performed its office as usual. I rolled out of bed and dressed like a meek sheep from force of habit. Then I remembered that I wasn't a poor fish in a bowl any longer. With a snort of disgust, I undressed and went back to bed. But I couldn't sleep. The other boarders were rearing around in adjoining rooms and clacking up and down the halls. When things sort of quieted down, the landlady came and rattled the door-knob.

"Last call for breakfast," she cackled like a persistent old hen. "Are you sick or anything this morning?"

"No, I'm not sick!" I roared. "I'm taking my much-needed rest. Scat away from there, will you!" She scatted.

Later on I ambled downstairs. The breakfast table was cluttered with leavings. Tilda, the flat-faced Scandinavian serving maid, greeted me with her usual exasperating affability. The stench of fried potatoes sickened me.

"I'm going out somewhere where I can get food fit for a dog to eat!" I exploded and rushed from the room.

In the front hall I found the landlady paw-



In the front hall I found the landlady pawing over the morning mail. She had a letter addressed to me in her hand when I caught her. I snatched it.

ing over the morning mail. She had a letter addressed to me in her hand when I caught her. I snatched it.

"What the deuce are you prying into my affairs for?" I snarled at her. "What's the idea? I'm sick of people snooping around all the time."

"My stars!" she ejaculated. "I didn't know you were up yet, Mr. Horace. I was just about to fetch your mail up to your room—"

"Bah!" I sneered and flung out.

In the restaurant was where I met my friend Bellows. He was a little, fussy man with a beet-colored nose. He was having an altercation with a waiter. The row presently spread to the proprietor. It was all about whether a patron had a right to eat with his hat on at a table. There's an unwritten law, it seems, that permits people to eat at a long counter while perched on a stool and keep their hats on. But if you sit down at a table anywhere else in the same room, you're supposed to take your hat off—if you happen to be of the male persuasion. Another silly, tyrannical, arbitrary restriction. Bellows, it appeared, was an advocate of the inalienable rights of a man to do as he pleases. But when they threatened to throw him out, he compromised by taking off his hat and placing it on the table. He said he'd had a good hat exchanged for one a horse would refuse to wear, without his consent, in a restaurant once and refused to take chances. I saw that he and

I were birds of a feather. He was a proponent of personal liberty after my own heart. We became bosom cronies.

Mr. Bellows was possessed of more or less independent means. He also owned a kind of automobile—a 1-seated affair of the well-known tintinnabulator brand. We spent several care-free and emancipated days in each other's company. He was loud and unsparing in his denunciations of what he called the fanatical zeal of meddling zealots all over the country to interfere with other people's rights and privileges. He denounced the "blue laws" which more recently have contrived to take all the zip and zest out of life in these United States, particularly the Eighteenth Constitutional Amendment.

"Freedom certainly yelped when that man Volstead was born," he assured me. "No more foul and underhand blow was ever struck at the liberties of a great nation than this here prohibition law. It's preposterous and ridiculous to think that a small minority of the population could undermine the whole basic fabric of freedom that way, but they did it. A pussy-footed group of rag-tag reformers working slyly in the dark—"

"But," I argued, mainly for the sake of argument, "didn't all the states ratify the amendment you refer to? Wouldn't you call that a majority of opinion?"

"They did it unthoughtedly, under a misconception. Half of 'em didn't realize what they were doing, and the other half were bulldozed into doing what they did. Czarism, tyrannical radicalism, that's what we're up against. The will of a ruthless few thrust upon the many. And besides, prohibition doesn't prohibit at all."

"Very well, then," I said. "If it doesn't prohibit, there's no harm done. If the law is a dud, so much the better. Our liberties are still unassailed."

"But it's the general principle of the thing I'm opposed to," he insisted.

The term "general principles" covers a lot of things. People say a man ought to be hanged on general principles or a public service corporation ought to be stuck for big damages on general principles. I wonder sometimes just what these general principles mean exactly. Is their application universal or specific? I like to know for sure, just on general principles—but to get on.

My friend Bellows demonstrated his death-

less heritage of personal liberty once by purchasing for \$5 and imbibing unassisted a pint of alleged bottled-in-bond and aged-in-the-wood Old Taylor whisky. The stuff turned out to be a combination of henbane, radiator anti-freeze, deadly nightshade and mandragora, with a dash of fusel oil to season it. We saved him with quick measures and three doctors.

The two of us embarked upon a delightful campaign of liberated individualism. We went around daring other people to infringe upon our heaven-born rights to do as we jolly well pleased. A great many of those we bumped up against refused to take a dare, and all kinds of complications ensued. We discovered a world full of adventures on all sides. When somebody trespassed upon our personal liberty who was vocally or physically inferior, we made him hard to catch. If he or she chanced to be six or seven feet tall and muscularly developed with it, of course we used our own judgment. Nobody profits by arguing with a peeved elephant, and the best way to treat a steam roller is to stand aside. We had a few differences with traffic cops. They're another grave menace to the free exercise of personal liberty in the land of the emancipated and home of the so-called brave. A case of might opposed to right, with the whole insensate machinery of a smoothly-working autocratic system behind 'em. The way they have of giving you yours is not a particle of trouble to 'em.

We explained our theories to the judge on several occasions, but his acquaintance with even the rudiments of logic was slight. He wasn't impressed. I remember one statement he made after assessing our fines.

"You nuts with your ideas of personal liberty," he barked, "ought to be reasoned with with a club. Society is like one of these jigsaw puzzle maps. All the individual pieces fit in and dovetail into their places fine and dandy if they adjust themselves to the curves and angles of one another. But you let a piece get crossways and crooked or a little bit warped, and it won't fit anywhere. A man is merely one little essential part of the whole immense proposition. If he fits in he may not be noticed, but he has the satisfaction of knowing he's helping to make the map a perfect thing of beauty and utility. If he doesn't fit, he's no good. Society is an interlocking, interwoven affair, see? It is made up of millions of associated units supporting and accommodating themselves to one another. No one can go it alone. A man must conform himself

to the pattern of the big scheme. He's not the whole thing; he's just a small part of it. He must give and take and help bolster up the other fellow as well as let the other fellow back him up in the pinches. Get out of here and get in the game like true sports."

He was a funny-idea-ed guy, that judge. I thought at the time he would like to have us all hooked up to a ball and chain. The idea of making all men servants to and dependent upon one another like that! The thing contradicted itself. One couldn't be master and servant simultaneously. Bunk!

Bellows and I continued to do as we pleased. It was a great life. We spent our days in riotous freedom. We repudiated all existing forms of interference. We declared ourselves free and independent citizens of the new world democracy. Not only declared it but demonstrated it. We were willing to suffer martyrdom for our convictions. In fact, we did suffer martyrdom finally.

We were out in Bellows' lizette one bright summer day, bowling along the pleasant country lanes, ranting as we went and reveling in the heritage of liberty which was ours and which we meant to transmit to shackled millions yet unborn. I have a hazy recollection of our coming to a railway grade crossing while traversing a nice open stretch of level road. There was an insulting signboard stuck up at the side of the road reading "Stop! Look! Listen! Take no chances!" and a lot of other bumptious advice like that. Bellows bristled at the sight of it. It was a challenge to his unconquerable spirit. Off a little ways we could see a train coming, too. It was coming at a terrific pace, seemingly heedless of anybody else's rights or privileges on earth. The man who was driving the locomotive blew several raucous blasts on his whistle, apparently in deliberate defiance of our rights as freeborn men to pursue our course in our own way.

"Get that, will you!" shouted Bellows in righteous anger. "He's ordering us to stop and wait until he's gone by. Why shouldn't he stop and wait until we've gone by, hey? Why, because it's a silly custom in this country for right to give way to might. I'm here to tell you I don't intend to be browbeaten in any such fashion."

He manipulated some jigger or other on the machine, and the little car flung itself forward with a loud chattering sound like the gnashing of metallic teeth.

"Can you beat him across the crossing?" I inquired interestedly and rather loudly.

"I'll take a shot at it, anyway," he yelled. "He can't bluff me by tooting his infernal whistle. I've got as good a right on earth as he has—."

It was a short but exciting race. My impression was that we had won the heat and forever demonstrated our contempt for anything or anybody that sought to deter us, when, at the last instant, something interposed. What happened was very much as if that immediate part of the state had abruptly blown up. I saw a streak of fire studded with stars which split the firmament and heard a succession of rending, crackling noises which might be compared to the famous chariot race in Ben Hur held on a tin roof. I was aware of doing a succession of pin-wheels and dizzy triple somersaults in mid-air and then, a while afterward, I soared down and gave an imitation of one of these nigger-chasers while poised on my left ear with legs flapping the ambient air above a plowed field. Bellows alighted nearby a minute or so afterward and went through an intricate series of acrobatic stunts. The flivver would never tink-tink again. Part of it was draped over the headlight of the engine and part of it entwined around the fence.

The train was stopped and backed up, and they loaded us into the baggage car and took us to a hospital. It seemed that neither of us was very badly hurt owing to the fortunate circumstance of our landing on our heads. I heard afterward that the engineer said our actions proved what our heads were composed of long before he hit us.

Bellows and I, in our little white beds in the hospital, held lengthy post-mortem al-

tercations. My solid osseous cranial structure, as the engineer described it, had been cracked open somehow enough to let a little light penetrate. This personal liberty proposition had a lot of different facets to it, I discovered. For instance, there's the standpoint of the other fellow. Has a man, seeking his own private ends or comfort, the right to infringe on the private interests or pursuits of the other guy? And was that beetle-browed police judge altogether wrong when he said one man sort of leaned on one person here and braced another one there and dovetailed into the whole jigsaw puzzle if he properly performed his part—.

In a week or two, when I was discharged from the hospital, I went back to my boarding house filled with a kind of inner elation. I was actually glad to see the landlady and Tilda and everybody, and the odor of fried potatoes was like some divine fragrance.

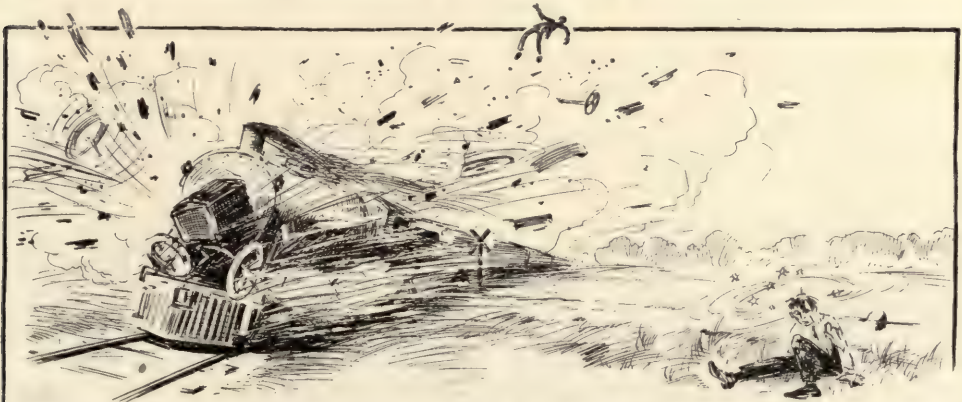
Then I limped around to the office early one Monday morning.

"I guess I'm ready to start to work," I told the boss. "I'm tired of loafing around. And some time when it's convenient I wish you'd advise me about those investments you spoke about—."

"I'll be very glad to," he said genially. "Did your other plans fail to work out, my boy? I hope you didn't get trimmed—."

"I've still got my roll, if that's what you mean," I said. "And my plans worked out perfectly. There ain't a thing to 'em," I declared cryptically. "The judge was absolutely right. If you don't fit into the puzzle, you're no good. I want to be a part of the picture, see?"

"I don't see," the boss laughed, "but I'll take your word for it."



I was aware of doing a succession of pin-wheels and dizzy triple somersaults in mid-air. . . . Bellows alighted nearby a minute or so afterward.

NEWS OF THE DIVISIONS

AROUND CHICAGO

Auditor of Freight Receipts

The girls of the station accounts and local abstract divisions presented Miss La Vina Bringe with a beautiful floor lamp at a shower given in her honor at Grand Crossing Park field house June 24. The bride-to-be was blindfolded and given a bouquet of several kitchen utensils strung on a carpet beater, with a shower of clothes pins. She was then decorated with a train of clothes pins, with a rolling pin attached. Then came the grand march, which ended under the lamp. The blindfold was removed, and, while Miss Bringe was admiring the bouquet, her train and her lamp, her friends sang "Hail, Hail, the Gang's All Here" in a most convincing manner. Refreshments were served. Dancing and songs by Misses Kralek and Verwer constituted the entertainment. Misses Brill and Kralek furnished plenty of excitement by performing aerial stunts on the trapeze.

Mrs. Pearl McKenna left the service July 1, after about ten years in the office of the auditor

of freight receipts. The girls of the station accounts and local abstract divisions gave her a surprise farewell dinner party at the "Submarine Restaurant" and afterward visited the Tivoli Theater, seeing Jackie Coogan playing in "Trouble." The dinner was not only delicious but was served with careful attention, even to "crackers a la mode." At the Tivoli the orchestra played the fraternal anthem of the station accounts and local abstract divisions—"Hail, Hail, the Gang's All Here"—and the gang was all there. Good luck and best wishes to Mr. and Mrs. McKenna were extended at the close of a perfect evening.

The comptometer-Elliot Fisher department enjoys the distinction of having five June brides: Miss Anna Murphy was married to Jack Cunningham, June 1; Miss Bessie Higgenbotham married Bert Mount, May 27; Miss Gladys Stewart became Mrs. Hy Doyle, June 17; Miss Hazel Johnson married Clifford Bessett, July 1, and Miss Mabel Baker was married to George Stevenson, June 10. These young people were given showers and presented with valuable gifts of silver and linen.

Baggage and Mail Traffic Department

Miss Vesta A. Shoesmith, claim clerk in the baggage and mail traffic department, sailed on the White Star Line steamship "Canada" from Montreal July 1 to land at Liverpool. She expects to visit England, France, Switzerland, Belgium and Holland, also the land of the mid-night sun, returning the latter part of August on the steamship "Regina."

Fred W. Laenhardt has again taken up his former duties as chief mail clerk in the Central Station mail room.

Suburban Passenger Service

Assistant General Yardmaster Kimble on July 8 wrote to A. Bernard, superintendent of the suburban passenger service, as follows: "On July 3, at 11:30 p. m., Crossing Flagman Ed Love at Parkside, on the way to the platform to catch a train, noted a woman staggering along the hand railing as if sick or intoxicated. At the end of the hand railing, she reeled on the track in front of the train, which was approaching the platform. He grabbed her just in time to keep the train from striking her. This information was given me by Engineer A. B. Frost, who witnessed this from the platform at Parkside."

A. Bernard, superintendent of the suburban passenger service, recently wrote to Fireman F. A. Kemp as follows: "My attention has been called to the fact that, while running on train No. 3, June 29, you were instrumental in preventing what might have been a very serious accident by observing an obstruction on track No. 4 which, it developed, was a large piece of wood which had fallen from a bad order car, and you took the necessary steps to notify the engine crew of a train operating on that track. Your watchfulness in this instance is greatly appreciated, and you are to be highly commended for your interest in the company's welfare."

ILLINOIS DIVISION Superintendent's Office

Miss Lona M. Lawson, tonnage clerk in the

Division Correspondents

Chicago Terminal—Heads of Departments.

Illinois—Mrs. Bernita Barnes, Secretary to Superintendent, Room 411, Lincoln Building, Champaign, Ill.

Indiana—Miss Florence McShane, Secretary to Superintendent, Mattoon, Ill.

Iowa—Mr. C. R. Briggs, Chief Clerk to Superintendent, Fort Dodge, Iowa.

Kentucky—Miss Anne Sweeney, Stenographer, Superintendent's Office, Louisville, Ky.

Louisiana—Miss Claire Pimm, Clerk, Superintendent's Office, McComb, Miss.

Memphis—Miss Julia J. Gaven, Secretary to Superintendent, Room 315, Grand Central Station, Memphis, Tenn.

Memphis Terminal—Mr. W. E. Gerber, B. & B. Clerk, Room 306, Grand Central Station, Memphis, Tenn.

Minnesota—Miss Lucille Simms, Secretary to Superintendent, Dubuque, Iowa.

Mississippi—Miss Kathleen Hadaway, Clerk, Superintendent's Office, Water Valley, Miss.

New Orleans—Mr. Thomas T. Treanor, Superintendent's Office, Vicksburg, Miss.

New Orleans Terminal—Miss Myrtle Biersoll, care of Superintendent, New Orleans, La.

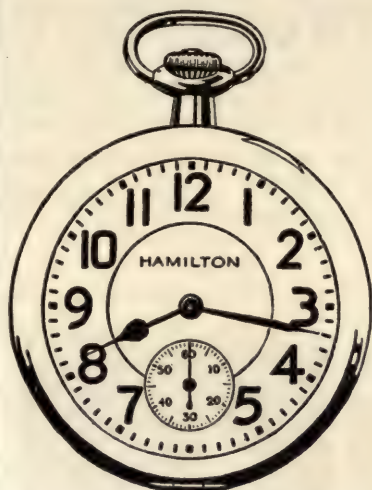
Springfield—Miss Della Morrison, Stenographer, Superintendent's Office, Clinton, Ill.

St. Louis—Mr. J. W. Brown, Clerk, Superintendent's Office, Carbondale, Ill.

Tennessee—Mr. Rufus Kemp, Jr., Secretary to Roadmaster, Fulton, Ky.

Vicksburg—Mr. J. S. Terry, Train Dispatcher, Greenville, Miss.

Wisconsin—Mr. J. A. O'Neil, Superintendent's Office, Freeport, Ill.



Hamilton Watches range in price from \$40 to \$200; movements alone, \$20 (in Canada, \$23) and up. Send for "The Timekeeper," an interesting booklet about the manufacture and care of fine watches. The different Hamiltons are illustrated and prices given.



A Mile-a-Minute Schedule on Hamilton Time

CONDUCTOR Nicholas Laycock of the Philadelphia and Reading Railway "Rocket" to Atlantic City times his fast train with a HAMILTON WATCH. This train regularly travels the fifty-six and a half miles between Camden and Atlantic City in fifty-five minutes, equaling the record of the "Boardwalk Flyer," which is known as the fastest regularly scheduled train in the world. When Conductor Laycock chose a watch that would time his train with consistent accuracy, his choice was naturally the HAMILTON—"The Railroad Timekeeper of America."

It will pay you to own a watch with a service record

The Hamilton Watch is the choice of most American Railroad men—a highly significant fact, for Railroad men **MUST** have accurate timepieces. A great many of them choose the Hamilton 21 Jewel, No. 992—and if you want true time all the time follow Conductor Laycock's example and purchase a watch with a real record for service, where service counts.

HAMILTON WATCH COMPANY, Lancaster, Penna., U. S. A.

Hamilton Watch

"The Railroad Timekeeper of America"

accounting department, has been granted a 90-day leave of absence, effective July 1.

R. J. Berry has accepted a position as accountant.

H. D. Drothit of Decatur, Ill., has accepted a position in the accounting department as comptometer operator.

Chief Accountant E. F. Kremer has returned from a two weeks' fishing trip spent in the North.

Kankakee Freight House and Roundhouse

Melzer Thompson, who has been yard foreman in Kankakee yards more than twenty-two

years, has been placed at Station Street as crossing flagman. Mr. Thompson suffered a slight paralytic stroke some time ago and has taken this position temporarily until he will be able to resume his yard duties again.

Pete Smith, who has been employed as station baggageman at Kankakee, left June 1 to accept a position in the special agent's department at Chicago.

Engineer O. A. Johnson has gone to Sheldon, Iowa, for two months.

Engineer W. H. Schlenz and family are spending a few weeks in Denver, Colo.

Conductor E. D. Ehrich of Kankakee, Ill., who



The Illinois division offices at Champaign won't yield to any headquarters on the system as regards the efficiency and good looks of their telephone operators. Here we have the whole staff. No. 1 is Miss Helen Brown, second trick operator, in the service since June 1, 1920. No. 2 is Miss Mabel Slingman, third trick operator, who has been employed by the company since January 13, this year. No. 3 is Miss Marie Capps, pass clerk, who also doubles as a relief operator. Miss Capps entered the service of the Illinois Central, October 4, 1918, when the Illinois division offices were moved to Champaign, and was the first telephone operator employed. She worked in that capacity as first trick operator until May 25, 1920, when she was promoted to pass clerk. No. 4 is Mrs. Inez Roney, relief operator, an employee since May 10, 1920. No. 5 is Miss Lucinda Sullivan, first trick operator, who entered the service January 26, 1920.

had been ill for some time, died June 24. Mr. Ehrich entered the service of this company August 4, 1906, as freight brakeman on the B. P. & T. district, and was promoted to conductor November 27, 1912.

Passenger Conductor F. M. Williams, 643 East 88th Place, Chicago, who had been ill in the Illinois Central Hospital for several weeks, died June 17. Mr. Williams entered the service July 11, 1895, as brakeman and was promoted to conductor July 27, 1897. Mr. Williams was pensioned April 30, 1922. Surviving him are his widow, two sons and four daughters.

Night Yardmaster C. T. Ferguson, 302 South Neil Street, Champaign, passed away at his family home July 1, after a lingering illness due to the effects of influenza. Mr. Ferguson was born at Crawfordsville, Ind., November 6, 1870, and had lived in Champaign for several years. He entered the service of the Illinois Central May 10, 1903. He is survived by his wife and two children, Miss Grace Ferguson and Robert Hugh Ferguson.

Helen Kunde, 14 years old, daughter of Switchman Fred Kunde, Kankakee, Ill., died July 7.

Signal Department

The signal Employees educational meeting for June was held at Champaign, Wednesday, June 14. Standards and field specifications were discussed, and the meeting was especially successful because several misunderstandings of the standards and specifications were corrected. The July meeting was held at Champaign, Sunday, the 16th, at which time a representative of the Western Electric Company showed motion pictures of the preparing for use of poles and cross-arms used in constructing pole lines.

The signal work in connection with the new third main track, Kankakee to Matteson, is progressing nicely. When it is completed, we shall have four track bridges for the placing of the signals, which will be the color light signals.



Three conductors on the Centralia district of the St. Louis division. Left to right: E. E. Farris, H. Nolte, H. A. Love.

A. P. Cunningham, instrument man accountant, has been given a transfer from his present place at Champaign to the Kentucky division, where he will be engaged in location work.

Work on our new brick and concrete depot at Gilman has been started, and it is hoped that construction will be complete within the next two months. The new building is to replace the frame depot destroyed by fire several years ago. It will be an up-to-the-minute structure.

The work of constructing a street car line



AGENTS

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wants agents to sell complete line of shirts, direct to wearer. Advertised Brand. Exclusive patterns. No capital or experience required. Big values. Entirely new proposition. Write for free samples
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Year's wear guaranteed. No rubber. Phosphor Bronze Springs give the stretch. Comfortable. Easy on buttons. If your dealer hasn't them, send direct, giving dealer's name. 50c and 75c pair.
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in our waylands from the city to the shops north of Champaign is well under way. This new line will eliminate the use of the train which operated between down town and the shops every half hour for the use of employes going to and from their work.

Superintendent J. W. Hevron recently addressed the following letter to Engineer T. F. Murphy:

"I understand that, while on train No. 8 the morning of June 21, you observed a woman lying on the sidewalk near the Catholic Church at Manteno and wired back from Peotone for the agent to look after her.

"For your information: Upon receipt of your wire our agent went to the point in question and found the woman lying on the village street crossing with a broken hip, having fallen when she stepped on some oil that had been sprinkled thereon. She was immediately removed to her home and received medical attention.

"Your watchfulness and action in this case are certainly commendable, and I want you to know that they are greatly appreciated."

INDIANA DIVISION

Miss Bea Crimmins is a new clerk in the office of Superintendent Roth.

Miss Florence McShane of the superintendent's office entertained the girls of the office at a lawn party at her home one evening the early part of July.

Miss Cora Burch, who was employed in Agent Pemberton's office, Bloomington, Ind., has accepted a position in the accountants' office, Mattoon.

Miss Lucille Yount is resigning August 1. Miss Yount will make her home in Kansas City, where she can continue the study of dancing, which she began out there several months ago. Those who have been fortunate enough to be present on the several occasions when Miss Yount has performed in Mattoon prophesy big things in store for her.

Parker Courtney is a new clerk in Supervisor J. C. Crane's office, Mattoon.

Mattoon Shops

C. T. Miller, pensioned blacksmith foreman, and Mrs. Miller are visiting in Detroit, Mich.

Miss Harriett Bledsoe, stenographer in the office of Master Mechanic Bell, left July 15 for Wichita, Kan., and several points of interest in Colorado.

Born to Machinist and Mrs. Fred Mobley, a baby boy.

Pensioner Willis A. Walkup passed away after a short illness, on June 16, at his home



W. A. Walkup

in Indianapolis. Mr. Walkup was 86 years old. He was born January 19, 1836, in Marion County, Kentucky, where his parents had settled in 1820 after moving from Virginia. His mother was a relative of President Hayes. In 1863 Mr. Walkup moved to Illinois, taking employment at the Illinois Central shops as a carpenter when that industry first came to this city. He married Susan B. Fudge in 1865. Mr. Walkup was steadily employed with the Illinois Central until he became 70 years of

age, when he was pensioned, at which time he went to Indianapolis to make his home. His wife died nine years ago, on the occasion of their fiftieth wedding anniversary. Surviving are Mrs. J. W. Justis and Mrs. Walter Eichholtz, daughters residing at Indianapolis, and Thomas Walkup, an engineer on the Indiana division of the Illinois Central. Mr. Walkup was a lifelong member of the Odd Fellows and an active member of the Presbyterian Church. Funeral services were held at the Presbyterian Church of Mattoon, the Rev. Marion Hull officiating, and burial was in Dodge Grove Cemetery.

Chief Dispatcher's Office

Mrs. Lou Morris is relieving Miss Vic Gustafson, clerk to the chief dispatcher, who is on a month's leave of absence.

W. A. McClure, agent at Bone Gap, Ill., is on thirty days' leave, relieved by Operator Harry Feldman.

The telegraph office at Harwood yards, Evansville, has been discontinued, and all telegraph work is now handled by the Big Four operators in the tower at Harwood.

The melon crop from Posey County is just starting to move. A big crop is reported, which will increase the already heavy business between Evansville and Mattoon.

The coal movement north out of Evansville still continues heavy, the Indiana division having moved 7,435 loads during June.

Operator W. C. Scott, "Q" office, Mattoon, recently purchased a motor car. Dispatcher Earl Smith has done the same.

Operator and Mrs. M. S. Hacker, who were



Day Roundhouse Force at Carbondale, Ill., Taken June 1

"There is but one correct method of measuring the value of lubricants."



"It is not oil, but *lubrication*—the service obtained from the oil—that we are using on our road. It is the *cost of lubrication*, not the *cost of oils*, in which we are interested."

EXPERIENCE, the most practical of all teachers, has convinced operating officials of railroads that a saving made in first cost of oils is far from being an indication of economy in lubrication costs. On the contrary, experience shows that cheap oils have always claimed a toll in other maintenance expenses that amounts to many times this item, without consideration of the inferior service they give.

Every hour of time lost, every dollar spent for repairs and replacements of equipment, and every excess ton of coal consumed—from causes that can plainly be traced to defective lubrication, are as truly a part of the cost of lubrication as the oils themselves.

Efficient lubrication cannot be bought at the bargain counter—there has never been an instance of where low prices have not resulted in poor service—and *service* must be the criterion that establishes lubricating value.

The cost of lubrication on railroads using GALENA OILS shows the ultimate economy of these peerless products. Not only in the mileage delivered, but in reduction of fuel costs, hot boxes, repairs, repacking of journals and cylinders, time losses and other annoying troubles peculiar to railroad lubrication, the feature of Galena economy has been clearly established. The efficiency of Galena Service has, of course, never been questioned, as the splendid showing on representative railroads under Galena lubrication places it in a class by itself.

*"More miles to the pint—
Better service to the mile!"*



Galena-Signal Oil Company

New York

Franklin, Pa.

Chicago

and offices in principal cities





Tag worn by all employes in our East St. Louis yards, according to Trainmaster J. D. White.

recently married, have been assigned to the Rose Hill agency. They report they are nicely settled in their new home.

ST. LOUIS DIVISION

Morton Wilhoit, lineman at Carbondale, who has been in the hospital at Chicago for some time, has returned home much improved in health.

The work of ditching the lowlands around the roundhouse at Carbondale is now in progress. This is in connection with the campaign which is being carried on in Carbondale against the mosquito. The Illinois Central is expending considerable money in this campaign and is working in close co-operation with state officials.

O. C. Richardson of the division accountant's office and Miss Norma Van Buskirk, stenographer in the roadmaster's office, quietly left Carbondale and were married at Bonne Terre, Mo., on July 3. The entire division office force was treated to candy and cigars as result of this incident. They will make their home in Carbondale.

Marcus Vitt, father of Switchman A. A. Vitt, Carbondale, died of heart disease at his home at Cobden, Ill., July 8, and was buried July 10. Mr. Vitt was a retired baker, having lived at Cobden for many years.

W. G. Baggett, clerk in the freight office at Carbondale, who was in Holden Hospital, Carbondale, for many days with a severe attack of blood poisoning, is able to resume his duties.

E. D. Barnes, caller, has been working in the office of Special Agent J. H. Miskell for some time.

St. Louis District Dispatcher S. A. Snider just recently returned from a system dispatchers' inspection trip.

Glenn Douglas, son of Conductor J. H. Douglas, has been working as a caller.

Harry E. Goetz, assistant accountant, is on a short leave of absence, making a tour of the northern states with an orchestra. Harry is an accomplished musician.

Charles Wolf, clerk in the freight office at Carbondale, has just returned from the Chicago Hospital. One of his eyes was injured recently.

Frank McNier, fireman, St. Louis division, son of Engineer A. C. McNier, and Miss Mildred Mayhew, daughter of R. G. Mayhew of Murphysboro, Ill., were married at Jonesboro, Ill., Sunday, July 9. They will make their home



A yard crew that is helping to "stop the leaks" in our East St. Louis yards. Left to right, sitting: H. Foster, fireman; R. R. Fitzgerald, engine foreman. Standing, left to right: H. Dinkleman, engineer; William Compton, switchman; W. E. Swancutt, switchman.

in Carbondale, where their many friends will be welcomed.

L. Minton, son of Road Supervisor S. Minton, Christopher, Ill., has accepted a position as road supervisor's clerk at Carbondale.

Miss Edith Cromeenes has accepted a position as stenographer in Superintendent Atwill's office. Her home is in Marion, Ill., but for the past several months she has been doing stenographic work in Carbondale.

The daughter of Road Supervisor Sutliff died at Pinckneyville, Ill., June 27 and was buried June 29.

WISCONSIN DIVISION

John Halburg, who served as a section laborer on the Wisconsin division for the past thirty years, was retired on pension May 1. Mr. Halburg entered the service on April 2, 1892, and has been a faithful and efficient employee. For the past seventeen years he has done all the track walking on Cloverdale section. He also took care of the switch lamps, which were said to be the best on the Freeport district, and he looked after the company's interests at all times.



John Halburg

Miss Mae Eleanor White, popular Ottawa girl, and William F. Confrey, well known La Salle young man, were married by Dean T. E. Madden at a 7 o'clock mass at St. Columbia Church, Ottawa, Ill., June 7. Mr. and Mrs. Confrey went to New York for a two weeks' honeymoon.

They will reside in La Salle. The bride has taught in the Marseilles public schools for the past three years. She is the daughter of Mrs. Mary L. White, 1027 Clinton Street, Ottawa. The groom is a son of Mr. and Mrs. Thomas Confrey of Campbell Street, La Salle, and received his education in the La Salle schools. He is a member of one of the oldest and best known La Salle families and is employed as chief clerk in the La Salle freight office of the Illinois Central.

MINNESOTA DIVISION

Sherman T. Mayne Jr., 12 years old, son of S. T. Mayne, third trick operator at East Cabin, died at the family residence in East Dubuque, Wednesday, July 5. Death was due to tubercular meningitis. Funeral services took place Friday, July 7. Burial was made in East Dubuque.

E. A. Barton, representative of the department of stations and transfers, displayed motion pictures at Waterloo and Dubuque, June 29 and 30, on proper handling of freight and switching of cars. The pictures showed actual examples of damage done by improper handling and showed the wrong and right way of handling freight shipments. There was a good attendance at both meetings, not only of Illinois Central employes but of employes of neighboring lines as well. Those attending displayed enthusiasm and interest.

F. Belscamper has accepted a position as second trick operator at "KB," Dubuque. This vacancy was occasioned by the death of Operator C. T. Coffey.

J. W. Benda, agent at Council Hill, is off duty on account of illness. Operator J. W. McGraw

of East Cabin is also confined to his home on account of illness.

Miss Gertrude McCaffrey has accepted a position as telephone operator at Dubuque.

Engineer G. A. Wheeler has entered the Illinois Central hospital at Chicago for treatment. J. A. Harrington, conductor between Dubuque

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Send me 10 cents and get post-paid a 2-ounce sack of Old Kentucky Homespun Tobacco.

S. U. WOOLDRIDGE,
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From Our Station Grounds at Rockford, Ill.

and Chicago, has returned to work after an extended automobile trip through Wisconsin and Illinois.

C. H. McCarthy, conductor between Dubuque and Fort Dodge, has returned to work after a trip motoring through Iowa.

The employees of the division offices were much surprised to hear of the marriage of Miss Martha Wunderlich, first trick telephone operator at Dubuque, to George Miller of this city. The marriage was solemnized in Minneapolis, June 3, where Miss Wunderlich was spending a month's leave of absence.

Office of Division Passenger Agent

E. J. Meade, traveling passenger agent with headquarters at Milwaukee, Wis., formerly of the Minnesota division, and Miss Norena Schauers were married in St. Mary's Church, East Dubuque, Ill., June 27. They spent their honeymoon in Los Angeles, Cal.

Alvin C. Burdt, stenographer to the division passenger agent at Dubuque, and Miss Rhenoah McAleece were married at the Sacred Heart Church, Dubuque, Iowa, June 20. After their return from their honeymoon, which is being spent in the West, they will reside on Garfield Avenue, Dubuque.

Dubuque Freight Office

Vernon E. Allison, son of Freight Agent J. E. Allison, has accepted a position as traffic manager with the Carr, Ryder & Adams Co., Dubuque, Iowa.

The members of the freight office force enjoyed their annual "get together" picnic at Union Park, July 11. A most enjoyable time was reported.

We have received cards announcing the marriage of Thomas J. Ahern and Miss Esther McLaughlin at Denver, Colo. Mr. Ahern was at one time accountant and Miss McLaughlin trainmaster's clerk. They will reside at Wichita Falls, Texas, where the groom is a successful broker.

IOWA DIVISION

C. C. Simpson, section foreman at Merrill, Iowa, died of inflammatory rheumatism June 20 after an illness of several weeks. He had been in the service for eighteen years, and was section foreman at Merrill the last twelve years. The section foremen of Sioux City and Fort Dodge were pall-bearers. Burial was in the Assumption Catholic Church cemetery June 23.

E. N. Shirley, agent at Oto, Iowa, is on leave of absence to visit his people in the South.

C. H. Smith, agent at Merrill, Iowa, is on leave of absence for six weeks.

F. J. Spinharney, agent at Barnum, Iowa, has found it necessary to have his leave of absence extended on account of the sickness of Mrs. Spinharney. However, we are glad to learn that her condition is improving.

J. J. Little, agent at Primghar, Iowa, is making a trip through the East and expects to be gone approximately three months.

KENTUCKY DIVISION

Water Works Foreman J. S. Stinebaugh, who has been sick for several weeks, is slowly recovering.

J. P. Price of Louisville has been at Princeton during the illness of Mr. Stinebaugh.

Mrs. W. C. Wagner, daughter Gladys and son Cole have returned from Rochester, Minn., where Miss Gladys has been under treatment by Mayo Brothers.

Dispatcher L. R. Sutton has been on the sick list.

Conductor J. P. Perry, whose foot was crushed in March, is improving nicely and will soon be O K again.

Conductor J. W. Griffith, who has been in the hospital for two weeks, is out and will soon be back at work.

Engineer A. Kuykendall, who was operated on at the hospital at Paducah recently for appendicitis, is improving nicely.

Miss Lola Klement of Hillsboro, Wis., and Jesse C. Hessian were quietly married at the Buena Memorial Presbyterian Church, Chicago, Saturday, June 24. Miss Klement has many friends to welcome her return to the city, having taught in Paducah High School two years. Mr. Hessian is a clerk to Trainmaster Thomas at Paducah. He served six months in France during the world war. Immediately after the wedding, the couple left for Detroit, Niagara Falls, New York, Atlantic City and Washington.

Freight House, Louisville, Ky.

Leonard B. Bartlett, en route from Lowell, Mass., to Rockford, Ill., enjoyed a few days with his parents, Mr. and Mrs. W. H. Bartlett, recently. Young Bartlett has been attending school at Lowell, where he has been learning the manufacturing of textiles. He was transferred to Rockford to complete his studies.

Our co-worker, Miss Josephine Jecker, lost her father on June 27.

Henry Wilkerson and family are enjoying a trip to Los Angeles. Mr. Wilkerson was granted a thirty days' leave of absence.

John Shacklette has been promoted from mail clerk to night expense clerk. Albert Crowder succeeded Mr. Shacklette as mail clerk, being promoted from messenger. Richard Queen has been reinstated on the office roster, after being dismissed on account of a reduction in force. He succeeds Mr. Crowder as messenger. Robert E. Grubbs has severed connection with this office, having accepted another position with the Louisville & Nashville. He was formerly night expense clerk and is succeeded by Mr. Shacklette.

TENNESSEE DIVISION

Carl C. Croft, valuation clerk, and Miss Neva Jordan of Brown's Grove, Ky., but formerly of Fulton, were married Saturday, July 8, at Mayfield, Ky., the Rev. A. L. Wilson performing the ceremony. Immediately after the ceremony, the happy couple left for a honeymoon trip to Chicago. They will be at home at the residence



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SPECIAL.** Both are adjusted to tem-
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ILLINOIS WATCH COMPANY
SPRINGFIELD





Master mechanic's office force at Paducah, Ky. Standing left to right: R. Puryear, accountant; R. L. Long, chief accountant; D. O. Hammock, clerk; O. Johnson, clerk; J. B. Rouse, clerk; L. Houser, clerk; S. E. Denker, stenographer; L. R. Gleaves, chief clerk; W. L. Phillips, clerk; E. Schumaker, chief timekeeper. Sitting left to right: R. L. Gilbert, clerk; P. Dismukes, clerk; G. C. Barnes, stenographer; E. Marshall, clerk.

of Mr. and Mrs. J. A. Colley, Vine Street, Fulton, after their return. The bride is the daughter of Mr. and Mrs. C. L. Jordan and has been a teacher in the Fulton schools for the last three years. Mr. Croft has recently been appointed assistant adjutant general of the Southern Confederacy. He is a grandson of W. C. Croft.

A co-operation meeting was held in the office of Supervising Agent T. D. Clark, June 26, attended by Paul Echols, traveling freight and passenger agent; W. P. Luttrell, demurrage and storage inspector; J. E. Boone, agent, Fulton; K. A. Carney, perishable freight service agent; H. M. Robertson, agent, Mayfield, Ky. This is the kind of "stuff" that put the Tennessee division at the head of the Southern Lines in the "No Exception" campaign in June and second on the system.

Randall Luten, a former employe of the Tennessee division and only son of District Surgeon H. Luten, Fulton, Ky., who is attending school at the University of Louisville, and Miss Dora Hafendorfer of Louisville were married July 8 at the Highland Methodist Church in Louisville, leaving immediately for Fulton, where they will remain for the summer, until young Luten returns for the final year in college. R. P. Witty, clerk in the superintendent's office and lifelong chum of the groom, acted as best man.

James T. Perry, who has been clerk to the supervising agent at Fulton for almost two years, resigned his position and left July 14 for Peoria, Ill., to accept a position with Allen Robinson, formerly supervising agent at Fulton.

Many employes were somewhat surprised when they received announcements to the effect that W. A. Love, foreman of water service, Fulton, Ky., and Mrs. L. Castleberry, clerk in the superintendent's office at Fulton, were married in the First Christian Church at Fulton, May 18, leaving immediately on train No. 1 for New Orleans, where they embarked on the steamship Chalmette for the wonderful island of Cuba, where they spent a week honeymooning and sight-seeing. Both bride and groom report a

lovely trip, saying that the only handicap they had was the narrowness of the streets in Cuba, where they had to go single file. The newly-weds returned to Fulton, May 30, where they are making their home.

Train Porter Ed McCullar, on the Seminole Limited, May 13, has been commended for his honesty, when he found a check for \$980, drawn by N. U. Stryker and Co., in favor of H. E. Echols, and turned it over to the conductor for delivery to its owner.

Conductor John Danaher has been commended for the interest displayed when his train broke in two, two miles south of Water Valley, May 29, and he got in touch with the operator over a rural telephone and avoided delaying train No. 102 more than thirty-six minutes.

MISSISSIPPI DIVISION

Joe McMillan, an employe of the mechanical department at Water Valley shop, and Miss Carrie Vaughan, residing near Water Valley, were married June 14.

Kendrick Reynolds, son of Engineman L. C. Reynolds and recent graduate of the Water Valley High School, has received notice of his appointment to the Naval Academy at Annapolis.

Miss Maxine Mauldin, daughter of Master Mechanic S. R. Mauldin, has returned from the Cincinnati Conservatory of Music, where she has been a student. Miss Mauldin is a musician of unusual talent.

Mrs. John Unger, who will be remembered as Miss Hortense Baker, clerk in the chief dispatcher's office, now living at Jonesboro, Ark., has been visiting her sister, Miss Maude Baker, timekeeper in the superintendent's office.

The twelfth annual memorial service of the B. of L. E. was held at the Baptist Church in Water Valley, Sunday, June 11. A beautiful and impressive program was rendered. An honored guest at this service was Assistant Grand Chief Engineer M. E. Montgomery of San Jose, Cal.

Conductor and Mrs. C. L. Avent are on an extended visit to relatives in Newport, R. I. Before returning home they will visit New York, Washington and Asheville, N. C.

Engine Foreman L. L. Spencer, past exalted ruler of Elks Lodge No. 459, has been attending the annual convention of the Elks at Atlantic City.

Conductor J. W. Cathey has returned from the hospital in Chicago much improved in health.

Instrument Man Accountant George Lord has been confined to his bed for a week or ten days with a severe attack of erysipelas.

Roadmaster and Mrs. T. M. Pittman are receiving congratulations over the arrival of a fine son, Edward Pascal.

The work of remodeling the depot and other station facilities at Batesville, Miss., is nearing completion. The company has expended something like \$20,000 on these improvements. When the work is completed, Batesville will have one

of the most up-to-date depot buildings on the division.

NEW ORLEANS TERMINAL

C. T. Seiler, agent, Poydras freight station, attended the second annual session of the American Railway Association, Freight Station Section, held in Philadelphia June 20. He reports an interesting meeting and a large attendance.

J. P. Guillot of the local office recently celebrated his twenty-fifth wedding anniversary with an auto ride and fishing party to Lake Salvador. Mr. Guillot does not mind telling anyone he is married twenty-five years, as he still feels like a young man.

Miss Louise Lang, stenographer in the car department, obtained a leave of absence and left July 1 for Los Angeles, Cal.

John Gilliard, per diem clerk, local office, expects to spend his vacation aboard his staunch little yacht, the "Sarah G," cruising in southern waters.

A. P. Babin, baggage department, ran across the following some time ago, which is an excellent example of whole-hearted efficiency, and we desire to pass it on:

A negro working in a saw mill handling a truck ran into several objects along his route. The proprietor, seeing this, told the negro to go to the office, get his time and go home. The negro inquired who he was, and the proprietor answered that he was Mr. Smith, owner of the mill.

The negro replied: "Look here, Mr. Smith, you go home yourself. I've got no time to go home or to the office for my money. They's too much work around here for me to leave this place."

His pay was raised.

Mechanical Department

The friends of George Dwelle offer their sincere sympathy in his hour of sorrow due to the death of his mother.

An enjoyable affair in which railway employees were interested was the performance of the pupils of Miss Alice M. Cobb, teacher of dramatic art, New Orleans. Three of our employes participated in a presentation of "The Duke of Mantua" and acquitted themselves creditably. Stenographer Joseph E. Hodges and Storekeeper's Clerk Joseph Sterbenz were cast in leading parts. Coal Clerk T. J. Murphy, while having a small part, being one of the junior

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The latest policies provide INCOME FOR LIFE

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Please send me information in regard to your health and accident policies such as are carried by hundreds of my fellow employees.

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President

pupils, handled in excellent manner the lines in the Court Scene, which was the "piece de resistance" of the play.

Hostler Charles Steitz has been earnestly studying the Chicago Joint Agreement of late and is now prepared to answer all questions of the uninformed.

Engineer George Gumpert left New Orleans on June 6 to attend the Shriners' convention. He has not yet returned.

W. P. Powell, engine foreman, was commended for his alertness in discovering the condition of a wheel on A.R.L. 8452, lard for Armour & Company, June 11. It was necessary for Powell to "nurse" the car from Levee yard to the plant of the consignees in order to avoid serious accident.

Meritorious entry has been made on the efficiency records of Engine Foreman P. Demesia. Engineer H. H. Burns, Fireman Ed Babin and Switchmen J. J. Weis and W. D. Burke for their action in extinguishing G.R.C.X. 1500, an empty tank, afire from the ignition of drippings of gasoline. It is regretted that Engine Foreman Demesia received a painful burn on his right hand while smothering flames around the discharge valve of this tank. We are glad to know that at this time he has completely recovered and resumed work.

Station Master's Department

A bulletin board has been placed on the milk platform at Union Station showing all the cans reported lost. This is a suggestion of Baggage Agent J. J. Cardno and has proved a great help in locating lost cans and preventing claims.

E. J. Ray, in charge of the handling of the milk at Union Station, has greatly improved the service on the New Orleans terminal. His interest and enthusiasm in specializing in the prompt and efficient handling of milk have won for him the praise of many officials, as well as the thanks and appreciation of shippers. He has as an able assistant Checkman George Barrios.

A comparative statement of milk handled for the first six months of 1922 compared with 1921 shows an increase of 6,914 cans.

On account of the heavy passenger travel during the past month, it was necessary to furnish Gateman W. G. Murphy with a new



Thomas J., Jr., son of Thomas J. Lee, clerk, superintendent's office, New Orleans terminal, receiving pugilistic lessons in the briny waters of the Gulf Coast from J. L. Beven, son of Trainmaster C. T. Beven and nephew of J. L. Beven, assistant to the senior vice-president.



"Kitty" McLean

punch to replace the old one, which completely wore out.

MEMPHIS TERMINAL

Adelaide Elizabeth ("Kitty") McLean, daughter of Boiler Maker Foreman R. J. McLean of the Nonconah shops at Memphis, is just 2½ years old. She often runs off to the shop gate to meet her daddy when he has finished work. Every employe at the Nonconah shops knows and loves her.

MEMPHIS DIVISION

B. C. Neal, agent at Crenshaw, Miss., who was in the Illinois Central Hospital in Chicago during June, has now resumed duty at his station.

H. E. Frederick, Memphis division conductor, and Mrs. Frederick, tonnage clerk in the superintendent's office, have been granted a leave of absence on account of Mr. Frederick's ill health. They have departed for a northern climate, where it is thought Mr. Frederick will improve.

F. B. Bell had his tonsils removed in the Illinois Central Hospital in Chicago in June. Mr. Bell is a conductor on the Memphis division and has returned to his regular run, much improved in health.

D. C. Gilmer, flagman on the Memphis division, was killed in the Memphis terminal, Sunday, July 9. He had just come in from Cleveland and was waiting for the employees' train. He crossed over in front of a moving cut of cars, was struck and both of his legs were cut off. Mr. Gilmer died before the ambulance reached the hospital. He was 27 years old and had been working on the Memphis division six years.

E. B. Huffman, conductor on the Memphis division, has just returned from a trip to Canada, Oregon, Washington and other points in the Northwest.

Conductor V. R. Byrd, who has been ill for several months, has returned from the Illinois Central Hospital in Chicago and has resumed duty.

B. O. Crutchfield, file clerk in the superintendent's office, left his position July 1 to play on the Jackson, Miss., baseball team. His position was filled by Wyatt Sherron, who was assistant file clerk.

Conductor S. W. Helms has returned from Rochester, Minn., where he took his daughter, Marye, for consultation with Mayo Brothers.

Engineer F. F. Wright reports that while on train No. 172, north, July 10, with a tank of slack coal and a very heavy train, when his fireman gave out at Crenshaw, Miss., a negro brakeman, George Phillips, fired his engine to Nonconah without any delay.

Dispatcher G. L. McAlister, relief man, has been doing relief work at McComb, Miss., on the Louisiana division for the past two months.

Dispatcher L. F. Smith, who has been on an extended sick leave, is reported improving in health and expects to return to work shortly.

Extra Dispatcher Claypool, temporarily filling



RAILROAD LUBRICATION

Good Railroading

A CONFEDERATE Colonel, who was distinguished for his strategy if not for his book learning, was asked to outline the reasons for his military successes.

He said that it consisted of "getting the mostest men there firstest."

We quote this because it suggests so well the cardinal principle of good railroading, which is

***Moving the greatest tonnage
in the shortest time***

Necessarily the attainment of this ideal demands watchful supervision, careful dispatching and proper mechanical conditions.

Proper mechanical conditions mean efficiency of locomotives and freedom from hot boxes or bearing troubles on cars.

Railroads use large quantities of lubricating oils, therefore they must buy economically.

Not only must railroads guard against stoppage of traffic, but they must be on the lookout against frictional losses which

cause waste of fuel. Therefore, the efficiency of the lubricants they use and their correct application are important essentials to good railroading.

We consider the increasing sale of Texaco railroad oils a glowing tribute to our refining skill and the efficiency of our delivery service.

It is our privilege to render, through our Lubrication Engineers, a valuable service in the handling, storage and application of the Texaco Lubricants.

We have on our books many of the large railroads in this country, including the Illinois Central. The list of Texaco products they use includes lubricating oils for locomotives, rolling stock, shop machinery and power plants, illuminating oils for signals, headlights, road oils, roofing, etc.

The use of the whole Texaco line by these railroads conclusively proves our statements regarding the high quality of every product sold under the Texaco Red Star and Green T trademark.



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the car desk, reports log and lumber loading picking up.

During June we handled seventy-eight banana trains, with a total of 3,708 cars of bananas, all of which maintained schedule or better, with the exception of two trains, unavoidably delayed.

We also handled eleven trains of Casper-Baton oil, all of which made better than schedule, a total of 650 cars of oil. Since this movement began last December, seventy-two trains of sixty cars each have been handled, a total of 4,320 cars, or about one-third of the total shipment of 13,000 cars. This oil is being handled from Casper, Wyo., to Baton Rouge, La., in connection with the Burlington, through Centralia, Memphis and Gwin, on special schedule, empty tanks being returned in the same manner.

During June sixty-two trains of Louisiana fresh vegetables and fruit were handled, a total of 3,551 cars, all of which maintained schedule or better.

VICKSBURG DIVISION

The service and kindness of the Illinois Central System for those living on its lines was illustrated again recently when T. L. Dubbs, superintendent of the Vicksburg division of the Y. & M. V., ordered two carloads of gravel placed free of charge at a bad place in the street before the negro King's Daughters' Hospital at Greenville, Miss. The officers of the organization sent a letter of appreciation to Superintendent Dubbs. Mr. Dubbs had the following to say about the incident, as quoted in the Greenville Democrat-Times:

"Dr. A. G. Payne and Dr. H. A. Gamble called my attention to the fact that the street in front of the colored King's Daughters was in an impassable condition during inclement weather, making it necessary to carry patients on cots a considerable distance through the mud, and making it impossible for the doctors to go to and come from this hospital except on foot, necessitating the transportation of supplies to the hospital on foot also during such periods; and requested that, if possible, some suitable material be furnished to pave the street.

"Through my friend, Mr. Maddox of Brookhaven, I secured the donation of a special type of gravel for street building purposes. The Y. & M. V. Railroad transported this gravel from Brookhaven to Greenville without charge. Our friend, Mayor Hunt, placed the gravel on the street. It is now in good condition and the difficulties and objectionable features heretofore encountered have been eliminated.

"We were very glad, indeed, to be able to be the means of overcoming the troublesome situation referred to."

The Democrat-Times complimented the Illinois Central System and Mr. Dubbs highly for the act when it told its readers that, although some would not consider placing the gravel a big thing, yet it proved after all that some railway corporations have souls most sympathetically expressed in real service through the big souled men who direct their operation.

NEW ORLEANS DIVISION

Some days ago Conductor W. W. Cunningham was forced to eject an obstreperous and desperate negro from his train, and the man went away threatening vengeance. A few days after, at Allen, Miss., his opportunity came, and the desperado opened fire on Mr. Cunningham at sight, inflicting two dangerous wounds. Mr.

Cunningham, notwithstanding the shock of the attack, was able to return the fire, whereupon the negro took to his heels, pursued by a crowd of citizens of Allen. As the negro ignored all commands to halt and showed further fight in his flight, the posse of citizens opened fire, resulting in the death of the assassin. Mr. Cunningham was rushed to Vicksburg, where his wounds were treated. He is now on a fair road to recovery.

Already plans are being considered for the protection of the company's properties in Vicksburg and vicinity from future Mississippi floods. A wall to protect the most vulnerable spots is being discussed by the city and the engineers connected with the company, and several of the higher officials of the road have been in consultation with the various commercial bodies of the city. As yet nothing definite has been announced, but the assurance is given that the city and company will arrive soon at some practicable method of arresting these dangerous and costly inundations.

Switchman O. W. Penalver, one of the few who sustained serious injuries through accidents in the recent flood, is able to be out. Mr. Penalver suffered the loss of a leg.

Listen to the bells! Wedding bells! Their ringing has become familiar around the superintendent's office at Vicksburg. This time the bells ring merrily for Chief Accountant George M. Schaffer, who on June 28 at Greenville, Miss., led to the altar Miss Lucie Beatrice Cason of Hollandale, Miss. After a short bridal tour, Mr. and Mrs. Schaffer returned to Vicksburg, where they are now at home to their friends.

OFFICE OF G. F. A., NEW ORLEANS

St. John's Catholic Church, New Orleans, La., was the scene of a pretty wedding Thursday, June 29, when Miss Frances Cecelia Kuntz became the bride of J. Jefferson Ray. Both are prominent members of the younger social set of New Orleans. Mr. Ray is trace clerk in the office of the commercial agent of the Illinois Central System. After the ceremony a reception was held for the bridal party at 2124 Tersichore Street, where the many presents were displayed. The bridal couple left on Illinois Central train No. 2, the same evening, for Chicago, New York, Washington and other eastern points of interest.



Here is our commercial office force at New Orleans. Bottom row, left to right: E. V. Verlander, city freight agent; F. A. Shaw, commercial agent; E. G. Burke, city freight agent. Top row, left to right: H. C. Selle, messenger; W. G. Yung, chief clerk; E. A. Schindler, stenographer; J. J. Ray, clerk; L. A. Mailhes, city freight agent.

ILLINOIS CENTRAL MAGAZINE

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"Every switchman knows that the right Work Clothes are made out of Stifel's Indigo Cloth. If you want a real "go-ahead signal" when buying Work Clothes—look for the boot trade mark on the back of the cloth."

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Pudding Pan. Used like this for puddings, cakes, bread. Also milk dish. Two and one-half quarts.



Used as Colander. Handy for berries. Also used as Strainer.



Used as a Double Boiler cooks cereals, no scorching. Steams vegetables in top. Kettle Cover made of thick aluminum.



Combination Cooker. Used this way for general purposes not so well filled by any other utensil. Ears of kettle hold bail upright or lowered position.



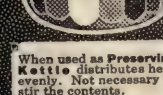
Self-Basting Roaster. When used this way makes juicy, well-browned roasts. A perfect self-baster. Steam condenses on corner and drips back.



When used as Casserole ideal for baking apples, beans, scalloped potatoes, macaroni, etc.



Convex Kettle. This combination used for cooking and stewing vegetables. Boiled sides, easy to pour liquids off. Used as Windsor Kettle.



When used as Preserving Kettle distributes heat evenly. Not necessary to stir the contents.



Corn Popper. This combination is what you want for special things—corn popping, crisping corn flakes, roasting coffee, etc.



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G. G. Truesdale

Mr. Truesdale, whose appointment as assistant general passenger agent in charge of solicitation took effect December 15, 1921, entered the service of the Illinois Central in July, 1901, as an office messenger in the transportation department. In 1902 he became a file clerk in the passenger department. Then he served as secretary to the assistant general passenger agent. In May, 1906, he was appointed traveling passenger agent, with headquarters at Cincinnati, Ohio. January 1, 1908, he was transferred to Chicago as city passenger agent. He became district passenger agent at Pittsburgh, Pa., in October, 1911. Then in July, 1917, he was transferred to New York City as commercial agent. His next move in the service was to his present position.

ILLINOIS CENTRAL MAGAZINE



SEPTEMBER

NINETEEN TWENTY-TWO

Published monthly by the Illinois Central System in the interest of the system, its officers and employees, and the territory served by its lines.

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GEORGE M. CROWSON, *Editor.*

CHARLES E. KANE, *Assistant Editor.*

With the Fruit Growers at Cobden, Ill.

Remarkable Development of Industry Marks Southern Illinois Orchards as Leaders of the United States

By A. N. EHRHARD,
Relief Agent, Cobden, Ill.

SPEND a day with me in Cobden, Ill. It is peach time. Twenty-five or thirty big, yellow, iced refrigerator cars are standing mutely on the siding. Plump, red-checked Elbertas, carefully packed in fancy baskets, are bidding adieu to their native land at the rate of a thousand bushels an hour or ten to twelve thousand a day.

See the never-ending line of grunting trucks and creaking wagons, stacked high with Nature's best fruit, awaiting their turn to be freed from their precious burden, and look at the dusty drivers, bent forward, as they race back over hill and hollow for another load just as big and just as valuable. Watch the hustling commission agents pace up and down the long loading track, buying or selling as the market swings. Listen to the sharp click of the telegraph instrument as it continually chirps out the latest quotations from anxious bidders.

Everywhere there is activity. Men are hurrying this way and that. Boys are running. A locomotive is switching, picking up some loaded cars bound for Chicago, Milwaukee, St. Paul, Detroit, Cleveland, Cincinnati, Buffalo or some other large city the consignor has selected for marketing his delicious fruit.

Soil Well Adapted to Fruit

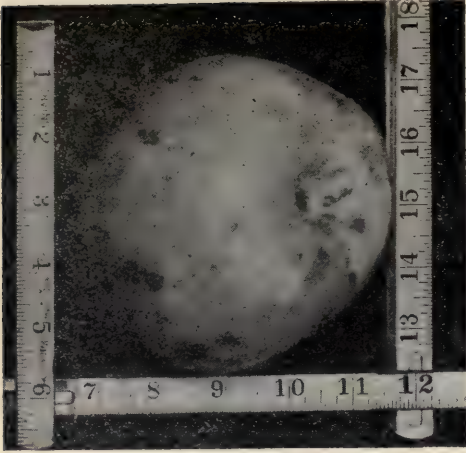
Cobden is in the heart of the Ozark region of Southern Illinois and may be called the mecca for orchardists. It is on the main line



Southern Illinois peaches.

of the Illinois Central, and no doubt the fast freight service of this carrier has been a big factor in developing the orchard lands of this section.

However, the soil is said to be especially adapted to apples and peaches. It is mostly a yellow clay, underlaid by deposits of limestone. The countryside is high and rolling and somewhat broken by rocky upheavals, but it affords the best of air drainage, so important for the protection of trees when late freezes occur. Cobden is the highest town on the Illinois Central between Chicago and New Orleans, being approximately 600 feet above sea level. Bald Knob, a bare towering mountaineer five miles west, is only fifteen feet lower than the Bald Knob in Joe Davis



This apple came from Cobden.

County which is said to be the highest point in the state.

Suppose we see H. H. Lamar, district manager, American Fruit Growers, Inc., Southern Illinois territory. Needless to say, Mr. Lamar is the busiest mortal in Cobden when peaches are on. It doesn't take us long to realize why America's greatest fruit combine chose

our host to manage one of its most important properties.

"This is the best winesap apple district in the United States," Mr. Lamar says, "and the flavor and keeping qualities are better than the Virginia grown. Four years ago the American Fruit Growers began to get orchards and fruit lands in Union County, paying as much as a thousand dollars an acre for some of their holdings. The company now owns 1,100 acres, mostly bearing peach and apple acreage, and is adding more from time to time. We are setting fifty to eighty acres in young trees annually.

Good Money in Early Apples

"Early apples are very profitable here. We shipped about sixty cars of Transparents, Dutchess and Benonis this season. From \$2 to \$2.75 a bushel was the prevailing market. So far, seventy cars of peaches have been loaded by us. Union County will produce 600 cars of peaches this year, of which 350 will be shipped from Cobden.

"There are probably 2,500 acres of peach orchards in Union County today, and the apple area is not much less. The abundance of limestone under a loose clay sub-soil gives our fruit color and flavor that are unexcelled.



A typical apple-picking scene.

This explains why Cobden fruits are favorably known in all the great markets of this country and even in London, England, where a car of choice Elbertas was sent some years ago.

"Apples are good for four crops in five years here, and peaches seven in ten. Well-kept fruit land is easily worth \$300 to \$500, according to location.

"The American Fruit Growers, Inc., are in the fruit and vegetable business on a gigantic scale. We produce and distribute fruits of all kinds. Our activities cover the entire country from Florida to California—Nature is our limit. Last year we handled 41,000 cars of fruit and produce, much of this volume being distributed for various fruit associations and state exchanges. Our investment in Southern Illinois is now around \$300,000. The general office is in Pittsburgh, Pa.

"Right now we are planning an immense central packing shed that is to be built in Cobden this coming winter. All our grading, sizing and packing will be done here with modern equipment and under the supervision of experts."



How thick the peaches grow.

Lindorf Walker, cashier of the First National Bank, is a Cobden booster.

"Cobden," he says, "is a clean, white town. Its citizens are peaceful and law-abiding; arrests are few and disturbances rare. The people here are contented.

How Poor Settlers Became Rich

"The earliest settlers came from New York and the New England states in the '70s. Later



Picking peaches at Cobden.

a number of German families located here. The population of this section, made up mostly of descendants of these sturdy immigrants, is happy and prosperous."

Here he mentions several instances of poor settlers who drifted into this country some years ago. He relates how this one is now worth probably \$300,000; that one has raised a large family and accumulated a fortune in peaches; another had only a team, a wagon and a wife, and now is the proud owner of a valuable fruit farm; the fourth had arrived in a forlorn condition, but today is retired, living on his income; and so on.

Speaking of the fruit industry, he asserts that \$1,000,000 comes to Cobden annually from this source and that the yearly deposits of the two banks exceed \$600,000. "Our vegetable production is immense," he adds. "The splendid railway service to Chicago and other important markets has been the greatest boon to the producers." Mr. Walker is a strong advocate of asparagus culture. He declares that an acre, after being set four or five years, is easily worth a thousand dollars of any man's money.

Has Fifty Years of Experience

James N. Fitch, president of the People's Fruit and Vegetable Shipping Association, is probably 70 years old. His connection with the shipping end of the game started fifty years ago, when the organization was first formed.

Tested by Taste

The *Illinois Central Magazine* can vouch for the size and flavor of Southern Illinois peaches. Ferdinand Kohl of Centralia, Ill., well-known Southern Illinois booster, recently sent a basket of peaches to H. B. Hull, assistant to the president, for distribution in the office.

"These are some of 'Egypt's' best," wrote Mr. Kohl. "They were grown in Walter White's orchard. Mr. White has more than one hundred acres close to Centralia and is planting more trees. If you do not agree with us that our Southern Illinois fruit has Southern California backed off the boards, then we must say that you are not good boosters for Illinois Central territory. You will some day be surprised at the volume of the fruit business which will be developed in this garden spot of Illinois."

After numerous tests by members of its office force, the magazine is prepared to back Mr. Kohl in all he says.

The fruit raised in Union County is ahead of California by far, he declares. "The color and taste can't be beaten," our worthy speaker continues, "and we produce more and better vegetables than any other section of the state.

"Our loading last spring ran to fifty cars of asparagus. We have sent ten cars of tomatoes from Cobden in one day. In past years beans, onions, and cucumbers have been extensively grown. Sweet potatoes are shipped



View of Southern Illinois orchard.



Packing peaches for the market.

out in carlots, and the acreage is usually great," he continues.

M. Caraker, loading manager of the People's Fruit and Vegetable Shipping Association, has been with the association ten years.

"Our shipping arrangements work perfectly, provided the railway company can furnish us with sufficient cars," he explains. "We have a man in Chicago to whom all of our cars are billed. He does the unloading and supervises the sales. Each shipper marks his products to the commission firm of his choice, but everything is loaded in carlots, thus obtaining the very lowest freight rate. Three-fourths of our marketing is done in Chicago.

"We have handled possibly 400 cars from Cobden this year, of which 100 were early apples, 50 vegetables, and the remaining 250 peaches, with Elbertas far in the lead."

Many Baskets and Boxes Needed

R. L. Lawrence, president of the largest box and package factory, is next on our list. "We have been rushed to the limit of our capacity for some time," he reports. "We have made more than 700,000 bushel baskets this season. Our copyrighted blue hop bushel baskets are shipped to many states. This plant has a capacity of 8,000 a day, and we are compelled to work day and night to supply the ever-increasing demand.

"We manufacture all kinds of fruit and vegetable containers—baskets, hampers, boxes, crates, barrels, etc. We have eighty-seven employees on our pay-rolls."

Now for a hike. We climb Bell Hill, just at the outskirts of town, for a view of the landscape. Bald Knob, already mentioned, stands out boldly to the west; to the south and southwest, Union County unfolds itself,

and we see a thousand verdant homesteads, until the azure sky blocks the way.

But take a minute longer to scrutinize the undulating scenery and count the rows in yon apple orchard, only five miles away. Now look below you, and behold that cluster of houses and half a dozen spires, wrapped in a mantle of oaks and maples, nestled snugly in the sleeping hills—green and picturesque. This is Cobden.

With feelings of regret, our good-by is given to this fairest daughter of "Egypt," but inwardly we promise ourselves another jaunt—

Down where the cucumber "cukes,"

And the cantaloupe "cants" at the bean,

The June apple trees are as red as you please,

And the Elberta peach is a queen.



Get Married; Then Plan to Own Your Home

That Is the Advice of One Who Waited Until After His Family Was Pretty Well Growing Up

By H. BATTENBURG,
Freight Checker, Chicago

OWNING our own home was one thing we had been looking forward to ever since our marriage a good many years ago. It may be easy to build castles in the air or in your dreams, but it is quite another thing to realize those dreams.

As is the case in most marriages, our family started to increase from year to year. We had all we could do to make both ends meet, and, of course, saving a little for a rainy day could not be thought of. Our family increased from two to eight persons. We have five healthy boys ranging from 7 to 16 years of age and one girl 18 years of age, now working as a stenographer and helping us along in the education of her brothers.

During all these years past, we had to figure out everything to the last cent to clothe them decently, feed them properly and give them as good an education as we possibly could afford. By hard work and perseverance and by co-operation in family affairs we succeeded.

Started Payments on Lot in Harvey

But now about a home. About seven years ago we somehow managed to get together about \$30. Seeing an ad in the paper about lots in Harvey to be sold for bargain prices, we invested our \$30 in three lots, a 75-foot frontage on 147th Street and Robey. The rest was to be paid for in \$5 monthly installments.

We hoped all the time to be able to keep this up and eventually have a little to start out with toward a home, as we were getting tired of moving around town, running after flats, interviewing landlords or agents. Very few of these seemed to have any use for children around their premises, and all the time it was getting more difficult to rent rooms.

Then the war came, and everything went up, as we all know, and renting rooms for a big family was next to impossible. Up until September, 1919, we had good rooms for a fair price on the South Side, when we all of a sudden got notice to vacate in thirty days. Now what to do? Renting something was almost impossible, however hard we tried, but finally



The Battenburg family.

we found a 6-room cottage with attic rooms to be vacated in two weeks. The landlord told me that he was willing to sell, but would not rent to anybody, for he was leaving town, going back to his farm in Florida.

Payments on Home Are \$25 a Month

Now here is where our little investment in Harvey came in to our advantage. Although it was not paid in full at that time, we managed to get a small loan from a good friend and got title to those lots, whereupon we sold them again at a sacrifice in order to realize enough money for the first payment on our home.

For this home we are paying now at the rate of \$25 a month, or more if we desire to do so, which is no more than some and less than most people have to pay for rent who have at the end of each year nothing to show but worthless rent receipts. Of course, we have no janitor service, and if we want heat in winter we have to go down cellar and feed the old furnace ourselves; but then I think it is worth a little trouble. Living out here on the South Side, with plenty of elbow-room on a 58-foot lot, is more to our liking and better for the

children than being cooped up in a 2-by-4 flat with a little porch in back for exercise.

Advises Buying Early

Taxes for our \$3,000 home in 1921 were about \$38; there are no special assessments for this year; water taxes for the entire year are from \$8 to \$12; painting and small repairs, which I attend to myself, do not amount to much; for exterior painting every three years the cost is about \$40, ours being a frame cottage; then, of course, there are the insurance and first mortgage to take care of, but all those things almost take care of themselves.

We managed to pull through with a family; why cannot any young couple do the same? I would advise them to start right at the beginning of their married life to invest a little of their money in a home. By doing this they will have it almost paid for by the time their children grow up—if they are so fortunate to have any—and it takes more to feed and clothe big ones than it does for little ones.

Now someone will probably say: Why did not *you* start out like this at the beginning of your married life? Well, for one thing, I



The Battenburg home.

will say that in those times it was easy to rent rooms anywhere for a little money, which, of course, is not the case now and will not be for a long time. As long as we could have rooms for a small price, we did not wish to be troubled with all those things as taxes, insurance, and the like. But when one grows older he begins to look upon those things in a different way. So my advice to all young married couples is: Start early and get something for yourselves that you can call a real home. You are bound to grow older, the same as we did, and then you will appreciate having a place you can call your own.



A recent exclusive photograph of the Interstate Commerce Commission getting down to shirt-sleeves at Washington, D. C., to clear up some knotty problems. Washington is warm toward the end of July. From left to right: Commissioners John J. Esch of Wisconsin, Joseph B. Eastman of Massachusetts, Ernest I. Lewis of Indiana, Balthasar H. Meyer of Wisconsin, Frederick I. Cox of New Jersey, Charles C. McChord of Kentucky (chairman), secretary, Henry C. Hall of Colorado, Winthrop M. Daniels of New Jersey, Johnston B. Campbell of Washington, Clyde B. Atchison of Oregon and Mark W. Potter of New York.

Now 103, He Helped Build Illinois Central

John J. Smith, Still an Active Texas Rancher, Recalls Adventures of the Early Track-Laying Days

JOHN J. SMITH, a pioneer citizen of Kimble County, Texas, was born at Plumb Hill Spring, near Cairo, Ill., April 23, 1819. On April 23, 1922, he was 103 years old, and hale and hearty. Besides being a pioneer Texan and an Indian fighter of the old-time sort, Mr. Smith bears the distinction of having helped build the first railroad of any consequence ever built in the United States—the Illinois Central.

In 1823, four years after Smith was born, the first charter for a railroad in America was granted in New York. It provided for a line sixteen miles long. When Smith was 14 years old, there were fewer than 200 miles of railroad, all told, in the United States. This included a short line running out of Baltimore, said to have been the first in America, two or three short tramroads in New York, and the first railroad built in New England.

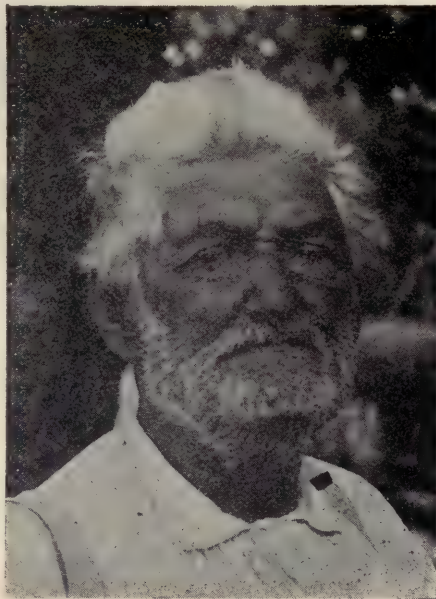
Smith was just budding into manhood when certain valiant spirits conceived the Illinois Central Railroad. It was the first real railroad, with open country in which to build, that was constructed in America. The comparatively level country between Cairo and Chicago, a distance of approximately four hundred miles, made possible a grade that the small locomotives of that day could negotiate with some degree of success.

John J. Smith is a giant. He stands 6 feet 3—and has never, since youth, weighed less than 236 pounds, until the last few years. He now weighs 228.

Had Reputation as a Fighter

It was while helping to build the Cairo end of the Illinois Central that Smith acquired a considerable reputation as a fighter. He insists that all along through a checkered career this reputation has been thrust upon him. In recounting the beginning of his career as a "holy terror" on the old Illinois Central, Smith said:

"Looking back at the matter now, it seems to me that I just about had all that notoriety thrust upon me. When the Illinois Central was built, there were no scrapers, steam shovels and other grading machinery. The grade was



John J. Smith

built by the pick, shovel and wheelbarrow system. Men with skill, at handling these tools were imported from the peat bogs of Ireland. If you know anything about Irish railway builders, you know a man couldn't stay among them long without having a fight. I had several, and had the luck to win them. Then it dawned on the Irishmen that I was so big that no one man could lick all of me at one time.

"My duties took me back and forth along the grade. About every mile there was a grog shop, and I could safely count on at least one fight at each saloon. One day, at one of these joints, a gang of Irishmen decided that I had a licking coming to me. They were probably right. At any rate, as many as could get at me jumped me at once, and they licked me—but they didn't find it out. They knocked me down so often, with everything from their fists to a cross tie, that I decided there was no use getting up any more. Then they crawled on me. I managed to get out my old, pewter-bladed knife, reach over and draw it across their backs. I don't think there was much damage

done, for the blade was bent when I looked at it, but it stopped the fight, and word went up and down the line that I had licked the whole outfit. As a matter of fact, they had me licked, and didn't know it. After that I had a reputation to live up to, and, like many another reputation, it was doubtless responsible for a lot of cracked skulls and smashed noses.

Never Admit You Are Licked

"That was the first time I ever knew that a man is never licked until he admits it. Often, if he can just hang on a little longer, the other fellow will admit it. I got a great name as a fighter, just because I fought when I had to and didn't mention it when I was licked. That reputation followed me on through my days as a Texas Ranger, as a private in the Confederate army, and as a frontiersman as long as there were Indians and outlaws to fight in Texas."

When the Illinois Central was completed, Smith was for some time a brakeman on the South division; between Cairo and Ashley. His memory for dates is not good, and he doesn't remember the exact year that he quit the Illinois Central, but does remember that he made a crop in Fannin County, Texas, in 1859. In 1860 he was a ranger under Captain Woods and fought Indians in West Texas. He tells

many thrilling yarns of his experience in that capacity. In 1861 he enlisted as a private in the Confederate army. He served four years.

For two years after the Civil War Mr. Smith was city marshal of Greenville, Texas. During that time he never let a violator of the law get away, was never injured, and never killed a man, in spite of the fact the country was filled with the worst of bad men.

Handles a Horse Well at 103

In the early 70's Mr. Smith went to Kimble County. He settled on the banks of the Llano River, where he thought he would never be crowded. The country has settled up, but "Uncle John," as this remarkable old centenarian is familiarly known for half a dozen counties around, still lives in his old ranch house, in the middle of his large holdings, within a few yards of where he made his first camp.

One of the pictures herewith shows Mr. Smith mounted on Old Bill, his favorite saddle horse. He didn't get up in a chair and climb on Bill for the purpose of having his picture taken, either. This picture was made the day the writer obtained this information at first hand, a few months ago. "Uncle John" forked Old Bill and, laying the leather to Bill's black hide, rode him around a refractory



Active on horseback at age of 103.

yearling in a manner that would have been a credit to any puncher on the ranch.

When the matter of fighting is mentioned, "Uncle John" usually says, "Oh, I reck'n I've quit," but there are plenty of men half his age who would hesitate yet to push him beyond reason in an argument. A few years ago he caught a man stealing some of his

stock. He made the man bring the animal home. Then he thrashed the kidnapper of his baby beef, and afterward made the man shake hands and come in and eat with him.

There are scores of true stories about Uncle John's peculiarities, but they have not prevented him from having as many and as true friends as any man in West Texas.

Daughter of Conductor Stars as a Dancer

Miss Holland Fitch, 14-year-old daughter of Harry C. Fitch, passenger conductor on the Indiana division, is a *premiere danseuse* of exceptional talent. Although she is just a step into her teens, she has been graduated from a college of music and fine art and the Hester Brady Dancing School. She also has a Y. W. C. A. swimming record.



H. C. Fitch

Newspaper reports say Miss Fitch pleased a large audience with her dancing June 20 at a B. & O. Railroad chautauqua in Fairmont, W. Va. She was on the program with several noted singers and entertainers, and the newspapers of Fairmont devoted much space the next day to praising Miss Fitch's ability.

Her first dance at that entertainment was a presentation of "The Last Rose of Summer." As the curtain went up, she was posed on her toes by a rose trellis. When the sweet notes of the old familiar song floated upon the evening air, Miss Fitch danced away from the trellis. She resembled a great pink rose in her billowy ballet gown of pink tulle. At the close of the dance, she returned to the trellis and crumpled.

Miss Fitch's father has been in the service of the company for twenty-one years. He entered the service as a freight brakeman at Mattoon, Ill., October 9, 1901, and was promoted to conductor in 1904. Later he was transferred to the Indianapolis Southern at Indianapolis, which was then under construction. His route to this line was: Mattoon to Indianapolis via Big Four; Indianapolis to Franklin, Big Four; Franklin to Morgantown, Big Four,

with caboose and engine. When he arrived in Morgantown he found a water tank and about one-fourth mile of track each way had been built. He was stationed there about three years handling a track-laying machine and doing other work train service.

When the road was completed, he was placed on through manifest runs, Nos. 352-351, between Indianapolis and Effingham. He was on these runs about five years and later was on our local freight between Indianapolis and Bloomfield. About three years ago, when E. N. Vane was made trainmaster, Mr. Fitch was placed on his runs, then Nos. 303 and 324, between Indianapolis and Effingham.



Miss Holland Fitch



LABOR DAY—By Chester M. Wright

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LABOR DAY, falling each year upon the first Monday in September, is a national legal holiday set apart for recognition of the service rendered by the men and women of toil to the community.

The observance of this holiday is a tribute to the basic social service of labor.

The law fixing Labor Day as a national holiday was signed by President Grover Cleveland on June 29, 1894, and this year will mark the twenty-eighth anniversary of its observance.

The history of Labor Day is interesting. The holiday came into being as the direct result of agitation by the American Federation of Labor.

At a meeting of the New York Central Labor Union held on May 8, 1882, P. J. McGuire, then one of the leading figures in the trade union movement, urged the propriety of setting aside a day each year as a general holiday for working people and suggested that this day be called Labor Day.

The Central Labor Union approved the idea and held a Labor Day parade and festival on the first Monday in September, 1882—the same year in which the idea of such a day was first suggested.

Two years later, in its annual convention, the American Federation of Labor indorsed the proposal by the adoption of a resolution introduced by A. C. Cameron, delegate from the Chicago Trades and Labor Alliance, an organization no longer existing. Mr. Cameron's resolution read:

Resolved, That the first Monday in September of each year be set apart as a laborers' national holiday, and that we recommend its observance by all wage earners, irrespective of sex, calling, or nationality.

State federations of labor and city central

Mr. Wright is secretary of the Pan-American Federation of Labor and Director of the American Federation of Labor, Board of Information and Publicity, Washington, D. C.

labor unions took up the matter, and as a result numerous city councils and state legislatures made the first Monday in September a holiday.

Oregon was the first state to fall in line, making Labor Day a holiday through a bill signed by the governor on February 21, 1887. At later dates in the same year Colorado, Massachusetts, New Jersey and New York followed Oregon's example.

Twenty-three additional states set aside Labor Day as a holiday between 1887 and 1893.

It was ten years from the passage of the first resolution in the 1884 American Federation of Labor convention that Labor Day finally became a national holiday by congressional action. The pen with which President Cleveland signed the measure was presented to Samuel Gompers, president of the American Federation of Labor, and is today one of Mr. Gompers' prized possessions.

Observance of Labor Day up to this time has been mostly by way of picnics, parades and speech-making. It is probable that the sole knowledge of many persons concerning the organized labor movement has been gained through watching Labor Day parades; and of course Labor Day parades have been held partly with that end in view.

In more recent years there has been in some cities a tendency to forsake the parade feature, but an effort is being made this year to revive the idea because of its inspirational value.

Probably the majority of those who think

about Labor Day at all in terms other than those of a purely vacation time think about it as a day marking the growing popular recognition of the place which labor holds in our social scheme, in our system of civilization. It is a day upon which we contemplate the fundamental importance of creative endeavor.

It will be noted that we have set apart no holiday to mark the esteem and honor in which we hold business, diplomacy, or the professions, such as the law. But if we examine the thought underlying Labor Day we shall be driven to the conclusion that properly observed Labor Day is a marker of our honor and esteem for every kind of effort that is given in honest service to the common good, every kind of creative effort of thought or brawn that contributes to the sum total of effort that goes to the satisfying of the needs of the race.

If we can get that view of Labor Day we see the day as one on which we pay tribute to the effort that is given by all who give. Obviously there would be no propriety in observing a day devoted to extolling the virtues of those who take. It is therefore proper for all who are engaged in honest effort to serve humanity, in whatever high or humble capacity, to indulge in the observance of Labor Day, in the contemplation of its meaning, and in feeling the response of the millions given in recognition of honest service. It is the proper province of all these to join to the full in the spirit of Labor Day.

The day was won by the organized workers—but it was not won for them alone, nor was that their intent. It was won for all, and surely in its deeper, finer meaning it was won and established, not as a tribute to any particular man or body of men, but as a tribute to the thing itself—creative effort—the great sum total of all creative effort. It is a day for Labor, not especially for laborers.

There is about the idea of Labor Day something of an exalted nature, something of an adulation for humanity's effort to raise itself to ever increasing heights, for that, after all, is what the great contribution of daily toil and thought amounts to. We work and study and think; we give of mind and soul and body, not that we may remain as we are, but that we may advance to better things; that we may go on to higher, nobler concepts, to greater freedom and to broader, deeper life, developing the ethical as well as the material.

No other kind of life thus pays tribute to its own aspiration, to the dignity and purpose of

its own effort. In all life, save human life, there is no purpose of which that life is conscious except the maintenance of the life that is and as it is.

It is the ambition, the imagination, the constant urge in human souls to create by honest, enlightened endeavor a better world, a better environment, a better life in all of its phases, that moves us in observing Labor Day.

And that which moves us to pay honor is, curiously enough, at the same time the thing to which we pay honor, in the last analysis. We pay tribute to a thought, to a concept, to something that is in the mind, to an ideal that is in our brain.

VETERAN OF KEY



W. P. Bonds.

The oldest dispatcher on the Louisiana division is W. P. Bonds, who was born December 13, 1857, and who entered the service of N. O., J. & G. N., now the Louisiana division of the Illinois Central, as operator, September 4, 1874. On February 1, 1885, he was transferred to the L., N. O. & T., now the Y. & M. V., where he worked until November, 1888. Then he was employed by the Texas & Pacific as train dispatcher. In September, 1899, he returned to the service of the Illinois Central at McComb, Miss., as dispatcher. He has been in continuous service since then.

How Suburban Service Met an Emergency

Traffic More Than Doubled When Surface Lines and Elevated Ceased Running During Recent 6-Day Strike

By A. BERNARD,

Superintendent, Suburban Passenger Service

THE flexibility of the Chicago suburban passenger service was demonstrated from August 1 to August 6, inclusive, when it was called upon to handle a great excess over its usual traffic thrown upon it by the strike of the street car and elevated railway employees of the city.

The number of passengers carried on those six days was 807,838, as compared with a normal traffic in the same period of 389,755, an increase of 418,083, or more than 100 per cent. The largest number of passengers handled in any one day was 157,517, as compared with a previous daily average of 72,806.

Naturally this called for a speeding-up of the usual service. The largest number of trains run in one day was 616. During the rush periods, morning and evening, trains were run with a headway of less than one minute.

The large increase in service was taken care of by the regular locomotives and cars assigned to the suburban service, augmented by four additional locomotives and thirteen additional cars. Relay locomotives were kept ready for immediate service at Randolph Street, South Chicago, Kensington and 67th Street (both express and local).

Less Than a Minute at Terminals

This materially speeded up the service, as relay engines were coupled on trains while the engines handling the trains inbound were being cut off. This reduced the standing time of trains at terminals to a minimum. Checks developed, in some instances, that trains were again moving on another trip within forty-five seconds after arriving at the terminals.

The Chicago terminal supervising staff, the suburban trainmen, enginemen, switchmen, switchtenders, interlocking signalmen, agents and other station attendants, maintenance of way employes, mechanical and car forces and volunteers from other departments rendered the suburbanites a service 100 per cent efficient.

The train service was covered by the regular force of train and engine employes by working extra trips and extra hours, and, although

working under this unusual strain, all maintained their usual patience and courtesy while performing this excellent service. The performance was a splendid demonstration of what can be accomplished by a well organized, loyal set of men working in harmony.

Co-operation Handled the Traffic

Volunteers from the accounting departments, headed by Mr. Bristol, and forces of the superintendent of stations and transfers, general superintendent of transportation, auditor of station accounts, chief special agent and passenger traffic department assisted in the sale and punching of tickets, directing of traffic at heavy stations and keeping record of ticket sales and accounts. They are entitled to a great deal of credit.

There were numerous instances of extraordinary performances on the part of individual employes, but lack of time and space will not permit of going into this in detail. All have our warm appreciation.

The special train service was of the same high order as we provide for our regular patrons in our regularly scheduled service, and praises and compliments by the hundred were heard from all sides.

New Business Being Retained

Even since the surface and elevated cars began operation following the strike, the number of passengers carried by our suburban service has been largely in excess of normal. We are therefore led to believe that many who availed themselves of our service during the crisis were so favorably impressed that they have decided to continue riding with us. Our effort will be to hold these new patrons permanently. If efficiency and courteous attention to patrons will serve to retain this new business, our terminal employes may be depended upon to do their full share. They are proud of the fine reputation they have helped to build for the Illinois Central suburban service, and they have a right to be, for it reflects most creditably upon them.

A Chicagoan made this remark to one of our officers: "I have been living within easy access of Illinois Central suburban trains for

many years, but I have always used the street cars. I therefore never knew the attractiveness of the Illinois Central's wonderful service until I tried it during the street car strike. It was a revelation to me. The trainmen, ticket punchers—in fact every employe—seemed to be 100 per cent efficient, and all specialized on the greatest of all selling features—extreme courtesy to passengers."

What this patron had to say is similar to what many of our new customers have said about our suburban service.

Favorable comments also appeared in the daily papers of Chicago, copies of a few of which are submitted herewith. They are typical of the expressions from both the public and the press.

Made Effective Rally

The *Chicago Daily News* of August 1 said: "The Illinois Central, with a huge reserve of its light suburban equipment, made the most effective rally. The little 'tea kettle trains' of the I. C. rendered almost three times as much service as usual and handled the bulk of South Side traffic in good shape."

Prepared to Handle 200,000

The *Chicago Tribune* of August 2 gave our report as follows:

"ILLINOIS CENTRAL—Prepared for anything. 'We can handle 200,000 passengers in and out of the loop if we have to,' was their statement."

On Schedules of Minute and a Half

The *Chicago Daily Journal* of August 2 had the following to say:

"The steam roads were swamped, but rose to the emergency. The Illinois Central and North Western carried the heaviest loads. The Illinois Central took care of almost 200,000 people, it was estimated, running trains of ten and twelve coaches on one and one-half minute schedules between Sixty-seventh and Randolph streets."

Service at Maximum Efficiency

The *Chicago Herald & Examiner* of August 3 said:

"The railroads did an increased business yesterday in carrying commuters from the residence sections to the loop and home again. The steam lines, which are able to maintain an intra-city schedule, report their suburban service now is at maximum efficiency.

"The Illinois Central Railroad continues to

operate during the rush hour with trains at one and one-half minute intervals. Business of handling ticket sales, collections and clerical work has been divided among workers temporarily assigned from other branches of the organization."

Praised in an Editorial

Here are excerpts from an editorial in the *Chicago Evening American* of August 5 headed "Chicago Discovers Its Railroads; Traction Tie-Up Shows City Something in Courtesy to the Public":

"Chicago's electric transportation tieup has led many of Chicago's citizens to an important discovery—that steam railroads are useful for something aside from freight and long distance passenger service.

"Of course, several thousand Chicagoans, and suburban residents employed or in business in the city, needed no introduction nor guide to the railroads. Not so with other thousands who turned to the steam roads when the electric lines ceased to function.

"What did these new commuters find? Take the Illinois Central, for instance:

"They found comfortable cars at frequent intervals.

"They found courteous guides and guards at every station, EAGER TO SERVE THE PUBLIC.

"They were greeted with a smile and not with a frown. It seemed, almost, as though an order had been issued that 'The passenger is ALWAYS right.'

"And, finally, they found they were advised to buy ten-ride tickets at a saving in many cases which brought the fare below that of the surface and 'L' lines.

"There was no effort to profiteer, but every effort to provide adequate service—to SELL the service FOR THE FUTURE."

Illinois Central Efficiency

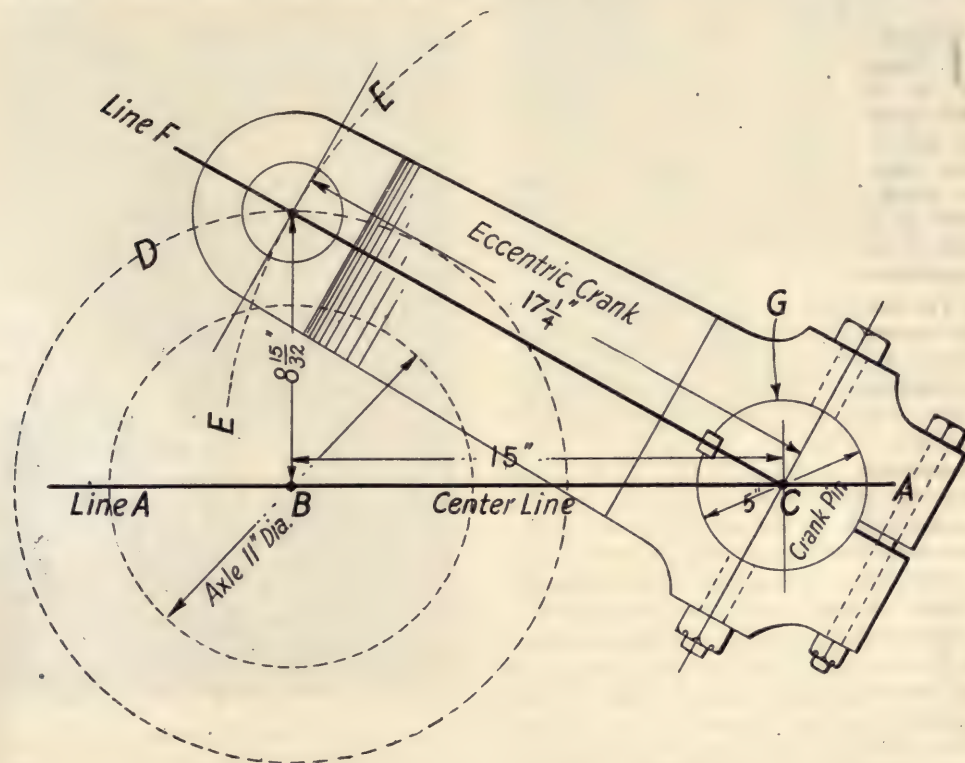
Riq, who conducts the "From Pillar to Post" column in the *Chicago Evening Post*, had the following to say on August 3:

"With all its cinders, we love the I. C. still; despite its extra strike traffic, it rises to the emergency in so smooth and effortless a manner that one is tempted to ask, as the DeKalb Independent did yesterday in a front page story, 'Will miracles ever cease?' . . . It is from this same favorite daily that we glean another instance of this road's efficiency. A

farmer going through an Iowa field was attacked by an infuriated bull. The crew on a

passing I. C. freight saw his predicament, stopped the train and drove the bull away."

How to Set Valve Gear Eccentric Cranks



By W. C. DICK,
General Foreman, Freeport Shops

About the time the Walschaert valve gear came into use on the Illinois Central, the writer was doing the valve setting at Freeport shops. We had occasion to renew a main crank pin on a Mikado class engine, and I had the interesting little job of figuring out how to lay out the eccentric crank keyway without first going through the formality of running the valves over.

I decided on the following method, which I found to be accurate and which is submitted for the benefit of shopmen who may not have had any practical experience on this class of work:

First, check the blueprint for the eccentric crank throw and the length of crank and also for the stroke of the piston. Then, on a sheet of tin, draw the line (a) and on the line (a) locate the points (b) and (c), which represent

the axle and crank pin centers respectively. Then from the point (b), with a pair of compasses, draw the arc (d), which represents the crank throw; from the point (c) draw the arc (e). Then draw the line (f) from the point (c) to where the arcs (d) and (e) intersect. Then draw the circle (g), which must be the exact size of the end of the crank pin. The distance between the lines (a) and (f) on the circle (g) is the distance which the center line drawn on the face of the eccentric crank should be from the center line drawn across the face of the crank pin on line with the axle center.

The general practice is to machine keyseats in crank pins before pressing them into the wheel, drawing a line from the keyway to the opposite end of the pin, matching this line with one drawn on the hub face of the wheel; but this practice frequently necessitates applying offset keys, due to the fact that the crank pin turns slightly while being pressed in.

Director Gives Example of Perseverance

John G. Shedd, on Illinois Central Board, Celebrates Fiftieth Year With Company He Now Heads

JOHN GRAVES SHEDD, president of Marshall Field & Company, Chicago, and an Illinois Central director, was once a \$10-a-week stockboy for the company of which he now is president. With thirty-three others who were polishing brass or sweeping floors or selling calico for "the big store" back in 1872 he celebrated on August 7 the completion of half a century in the Marshall Field organization.

The stockboy gave the party, because he is the newest member of the half-century club. Just as in 1872, when Marshall Field sent him, a frightened farmer boy, out into the stockroom to go to work, John Shedd was the "greenie" of the party. To others of the Field organization he might be Mr. John G. Shedd, president of the company, but his companions preceded him on the pay-roll, and to them he was once "Hey, boy!"

There was John Devlin, for example; and "Tony" Mulligan and "Bill" Ryan and Joe Collosky—all more or less firmly established in the store when the new stockboy was taken on, back in the days just after the war, when Chicago was still something of a backwoods town, and Lake Street was the center of things, with crowded wooden sidewalks and hitching posts hard to get.

Presented With Gold Medal

These oldsters, gathering at the Shedd home in Lake Forest, welcomed the new half-century man into the group with a ceremony which the stockboy-president himself devised some years ago. They presented him with one of the diamond-studded gold medals which the store confers upon its 50-year men. Each of them in turn, and seven veterans no longer living, had received one of the medals from Mr. Shedd. This time James Simpson, vice-president of the company, reversed the procedure.

"I am going to keep busy always," declared Mr. Shedd in acknowledging the presentation. "My philosophy is that leisure hurts more men and idleness causes more mental stagnation than anything else."

In paying a tribute to the thirty-three "young



John G. Shedd.

men" who were his guests, Mr. Shedd gave credit for their happiness and youth to their spirit of co-operation with and loyalty to the policies of the firm.

A Lesson to the Ambitious

"You and I," he continued, "have seen Chicago grow from a sprawling town to its present gigantic size. While single minds may have directed, the composite activities of many of you have been the real foundation of our success. Being fifty years at Field's means something.

"Today we have a picture of the result achieved by our house. It is a lesson to the ambitious young. It shows that patience, perseverance, and integrity have their sure reward. Every high official in the organization today began here in some humble capacity and worked his way up."

As they listened, his comrades reviewed the

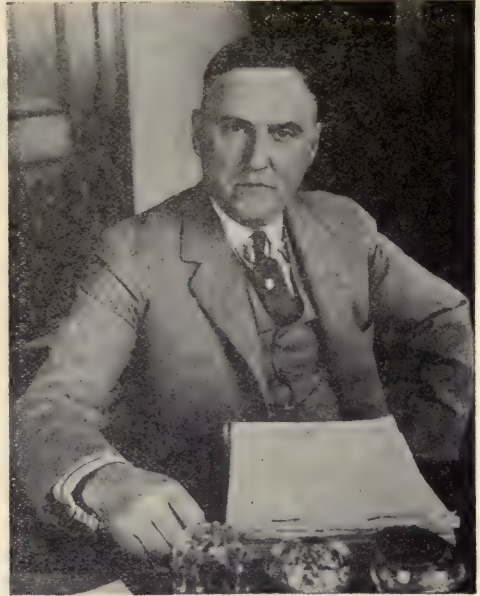
history of their host. Born seventy-two years ago on a small farm in New Hampshire, Mr. Shedd, as a lad of 17, chose to work in a general store. For doing "almost everything" he received \$75 a month. At the age of 22 he made his way west and entered the employ of Marshall Field's.

In 1906, at the death of Marshall Field, the ex-stockkeeper, who wants to "keep busy always," became president of the loop department store doing a \$200,000,000 business annually.

They Stayed

Learn a lesson, young gentlemen, from John G. Shedd, who has celebrated the fiftieth anniversary of his connection with Marshall Field & Co. What is true of him is true equally of his associate, James Simpson. They began young with Marshall Field, realized that they were with a big man and a very big concern—with all the opportunity that ability could ask.

They did not wander around, or wonder why no one appreciated them. They worked and stayed. Now they control the business.—ARTHUR BRISBANE, in 'the Chicago Herald and Examiner, August 8.



C. M. McRoberts, general claim agent of the Los Angeles Railway, Los Angeles, Cal., who was recently elected president of the Pacific Claim Agents' Association. Mr. McRoberts is well known on the Illinois Central System.

Y. M. C. A. at Canton, Miss., 21 Years Old

Apropos the Illinois Central Bible class at the railway Y. M. C. A. at Canton, Miss. According to C. J. Barnett, Illinois Central engineer and chairman of the board of directors of the Canton Y. M. C. A., Agent H. A. Comfort of Canton has consented for the employees to attend Bible study for forty minutes Sunday mornings, beginning at 10 o'clock. Mr. Comfort is an enthusiastic worker for the class, according to Mr. Barnett, and the members show their appreciation of the privilege by their interest.

The Y. M. C. A. at Canton was opened in February, 1901, and it has not been closed since then. The "Y" has served 210,000 baths, 175,000 beds and many other physical comforts. Many thousand papers, books and magazines have been read in its rooms by the members. Many Illinois Central employees have been trained in its educational classes. Gospel meetings and Bible classes are conducted each week.

During the twenty-one years of this Y.

M. C. A.'s work, about 6,300 membership cards have been written for railway men.

D. G. McLaurin, the present general secretary, after completing a college course at Millsaps College, Jackson, Miss., and a 2-year course in the Y. M. C. A. Training School in Chicago, opened the work at Canton in 1901, during President Fish's administration, when Mr. Harahan was general manager. Both took an active interest in the Y. M. C. A. President Fish's traveling party visited the association in 1901. In the party were President Fish, John Jacob Astor, Mr. Harahan and Chief Engineer Wallace.

"The officials of the Illinois Central have had the best interest of the employees at heart all the while, which is shown by the money spent for welfare work through the Y. M. C. A.'s on their lines," says Mr. McLaurin.

The building for the Y. M. C. A. at Canton was the first one this company put up.

How We Invited the Missouri to Move

System of Current Retards, Built With New Piling, Successful in Protecting Track and Bridge

By C. CHANDLER,
Assistant Engineer of Bridges

THE Illinois Central System for years has experienced considerable difficulty in protecting the banks of the Missouri River against erosion which might endanger its tracks at the Narrows, near Council Bluffs, Iowa.

In 1921 it was decided to install retards at this point, as well as at the west bank of the bridge. The location and extent of this work are shown in Figure 1.

The work at the bridge consists of three retards spaced about 750 feet apart on the west bank, directly north of the bridge, where the river threatened to cut a channel under the bridge approach; the other work covered a stretch about two miles long on the east bank at a bend in the river known as the Narrows, this work beginning about three miles above the bridge, the location and spacing of the retards being shown on this map.

Figure 2 shows a cross section and plan of the retards.

Pile Sinks by Its Own Weight

These retards vary in length from 80 to 170 feet. In the construction of a retard, the first step is to sink from two to four concrete piles of the Bignell type, shown in Figure 3. The Bignell pile is a patented pile having bottom and side outlets for water jets. The piles are 14 by 14 inches, 20 feet long and weigh about 5,000 pounds. They were shipped to the work on barges from Omaha. By use of a water jet, the piles are easily sunk, as the pressure of water through the bottom and side outlets enables the pile to be sunk without any driving, the weight of the pile giving sufficient pressure.

These piles have a minimum penetration of 60 feet. The deepest penetration on the Narrows work was 96 feet, pile heads being from 30 feet to 70 feet below the river bed. The piles serve as anchors for a 1-inch to 1½-inch cable which holds a floating retard in place at a distance of about 100 feet from the pile. Each pile has from six to ten cables run through holes near the heads, the piles being spaced about 38 feet, center to center, the first

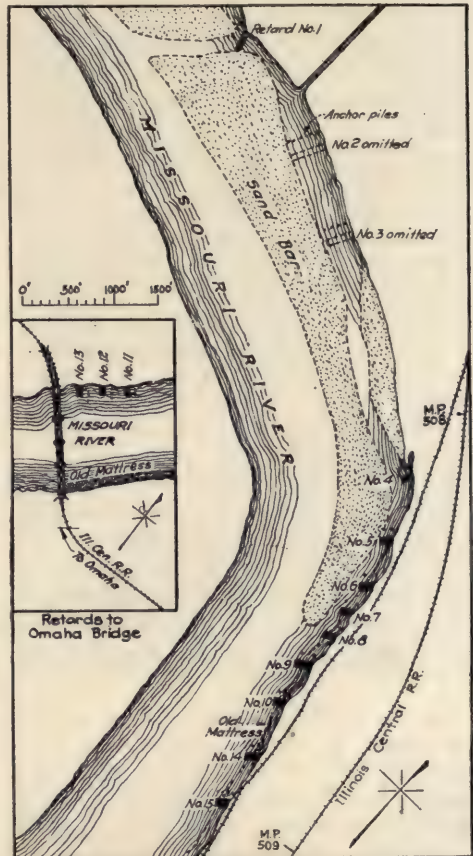


Fig. 1. Current Retards on Missouri River

pile being 20 feet from the shore line and the outer piles in water varying from 10 feet to 30 feet in depth.

The trees used in this work varied in length from 40 feet to 90 feet, the butts being from 10 to 36 inches in diameter. The trees were cut along the river bank, loaded on barges and towed to the site of the work by steamboat. The boat and barges are shown in Figure 4.

How the Matting Is Constructed

When the barge is moored in position for the construction of a retard, the butts of a group of from fifteen to twenty-five trees are stapled to a ¾-inch cable, and then these

groups are attached to anchor cables and hauled off the barge. The steamboat used on this work was about 112 feet long, equipped with a 35-foot "A" frame, or derrick, at the bow to handle the piling. This boat, with a crew of fourteen men, could sink ten piles to a 90-foot depth in a 10-hour working day. In addition to this crew, a gang of from ten to twenty men was cutting trees and hauling them to the barge, while another gang of eight men, with a hoist, was building the trees into rafts on one barge, while the steamboat was towing the second barge to the work. Part of the time two steamboats were used.

After these retards are constructed, the water flows through the trees in a slower current, causing the silt to deposit. Silting above the retards is slow, particularly during the first eight or ten months. Below the retard, however, the silting is rapid, varying with the amount of sand the river is carrying at the time. In a week after the completion of a retard there was often a fill averaging 10 feet deep, 100 feet wide and 800 feet long deposited where prior to the construction of a

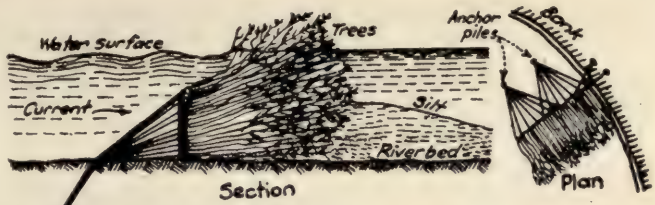


Fig. 2. Construction of Pile and Tree Retard



Fig. 3. Bignell piling.

retard the channel was twenty to thirty feet deep. A retard 150 feet in length can be built in about two weeks.

It was the intention when this work was started to construct ten retards at the Narrows



Fig. 4. Boat and barges used in the work.

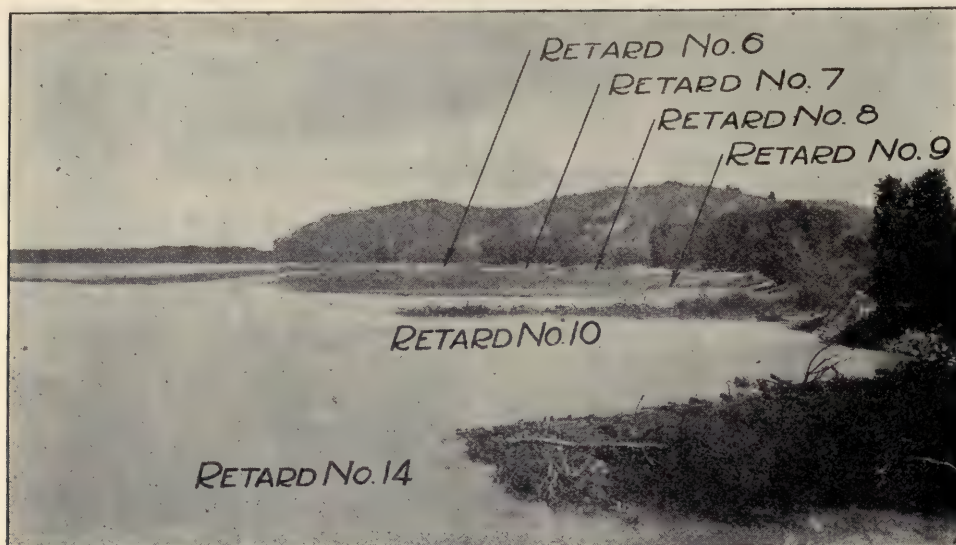


Fig. 5. How the completed job looks.

but after the construction of retard No. 1 the filling-in was so rapid that it was impossible to construct proposed retards No. 2 and No. 3, and the next retard constructed was No. 4.

Permanency of the Retards

After these retards had been constructed, the work was transferred to the three retards at the bridge, and after this work was completed it was decided to build two additional retards, No. 14 and No. 15, at the Narrows as a further protection against erosion of the bank.

No longitudinal protection is placed between the outer ends of the retards, but the silting extends far beyond them, sometimes forming

a bar 800 to 1,000 feet wide. During the high water stages part of the bar thus formed beyond the retards may be washed away, but as the fill between them is deposited at such stages it is not considered probable that it will be affected by future high water.

This bank protection, a portion of which is shown in Figure 5, was built between May 4 and August 23, 1921, by the Woods Brothers Construction Company of Lincoln, Neb., who own the patents on the Bignell pile previously referred to and on this "standard" system of retard construction.

Wayne Pringle, chief engineer of that company, was in charge of the work.

How a Fire-Door Failure Was Prevented

The fact that fire-door failures on occasion have caused trains to be given up reminds E. Von Bergen, traveling engineer of Memphis, Tenn., of the case of Fireman M. D. Carter of the Mississippi division, who once solved such a difficulty in a way that ought to be of inspiration to other firemen. According to a letter of commendation written to Fireman Carter by O. A. Garber, master mechanic at Memphis, a fulcrum stud broke in the fire-door when Mr. Carter was firing engine No. 1100 on train No. 7—the Panama Limited—through Nonconnah. This made it necessary for the fireman to operate the left door by hand, which gave him only half of the fire-door space to dis-



M. D. Carter.

tribute the coal, in spite of which he did his work — although with a great deal of extra effort—and prevented an engine failure. "In this case," writes Mr. Von Bergen, "Fireman Carter used a monkey wrench as a handle on one side of the door and the regular handle on the other half. This prevented a delay."

Isle of Pines, Health and Winter Resort

Equable Temperature and Fertile Soil Make It Desirable for Americans—Of Course, Via Illinois Central

HOW much do you know about the Isle of Pines?

This little isle, about the size of an average county in the United States, is just now attracting much attention as a health and a winter resort for tourists and also as a desirable location for those who wish to engage in the growing of grapefruit, oranges, pineapples, winter vegetables and other products which are produced on the isle under unusually favorable conditions.

The Isle of Pines is ninety miles south of Havana, Cuba, about seven hundred miles from New Orleans. The United States government report says that malaria, yellow fever and typhoid fever have never existed on the isle, that the soil is fertile and that, strange as it may seem, there are no poisonous snakes or insects to be found there.

Shortly before the war the United Fruit Company made the Isle of Pines a port of call for its New Orleans ships, but the service was discontinued during the war. Undoubtedly this service will be resumed in the

near future, as the isle is being developed rapidly by Americans, most of whom, by the way, are from Illinois, Iowa, Wisconsin and Minnesota. They own practically all the land.

The isle is now reached by the way of Havana, Cuba, to which the Illinois Central System is prepared to handle passengers by both the New Orleans and Florida gateways. From Havana the traveler goes thirty-five miles south by rail to Batabano, where connections are made with the Isle of Pines steamship line, which makes the run of sixty-five miles to the isle, maintaining a regular service. An auxiliary power schooner line, rendering a good heavy freight service and carrying some passengers, is maintained between Tampa, Fla., and the Isle of Pines.

Temperature From 60 to 90 Degrees

The topography of the isle is unusual, in that, although so small in area, it has some "mountains" with an altitude of about eighteen hundred feet above sea level, and, except along the coast, all of the land lies high above sea level, giving it a good natural drainage. This



Fourth of July Celebration, Isle of Pines



Street Scene, Nueva Gerona, Isle of Pines.

altitude undoubtedly accounts for its wonderfully equable climate, the temperature throughout the year running from 60 to 90 degrees. It is only about ten degrees warmer in the summer than in the winter. For this reason the isle was, for fifty years before Cuba was lost to Spain, a fashionable summer resort for the wealthy Spanish aristocrats of Havana, who would go to the town of Santa Fe (the great resort and residential town of the isle) to spend a part of the summer season, much cooler than in Havana, taking the thermal baths and drinking the various mineral waters, all famous for their beneficial qualities for many ailments. There are still standing in Santa Fe five buildings that were resort hotels of those days. Americans have erected at Santa Fe two modern hotels that now accommodate the tourist business of the isle.

A peculiar and interesting question is that of the sovereignty of the isle. Who owns the Isle of Pines—Cuba or the United States—has never been settled, although at the present time Cuba is permitted to govern it. President McKinley officially declared the isle United States territory, and it was this decision that caused Americans to go there immediately after the Spanish-American War and to buy up all the land of the Spanish owners, who were afraid of the coming Cuban

rule and desired to sell out at any price and return to Spain.

During the Roosevelt administration the Cuban government advanced a claim to the isle, and a treaty was negotiated ceding the Isle of Pines to Cuba—in consideration of two coaling stations in Cuba that had already been bought and paid for in cash by the United States! This treaty never has been ratified by the United States Senate—and may never be.

American Residents Satisfied

The several thousand Americans on the isle are all well satisfied with present conditions. They are making money. Cuba is giving the isle a good government, spending considerable money there in the way of public improvements—a quarter of a million dollars alone has been spent by the government building "calzadas," or boulevard roads, the delight of the automobilist, although one can go almost anywhere over the isle in a "flivver," regardless of roads.

Havana, a city of half a million, is a wonderful market for all the oranges, poultry, eggs, potatoes and other vegetables and fruits produced on the Isle of Pines, with the exceptions of peppers, eggplant and grapefruit, which are shipped to the United States at such seasons as to bring high prices.



Pepper Field, Isle of Pines

Living conditions are so agreeable and cheap on the isle that many with fixed moderate incomes or pensions are being attracted there. The town of Santa Fe is equipped with an electric light plant and artificial ice plants, has churches of various denominations, a Masonic temple, a woman's club, a public

library, good schools, exposition buildings, fairgrounds, movies and a newspaper. In fact, everything found in a thriving community is to be found in Santa Fé and throughout the isle.

The isle has a service flag of more than two hundred stars—young American boys who en-



Pineapple Field, Isle of Pines



Isle of Pines Grapefruit

tered the war from the isle. More money was raised on the isle for the American Red Cross than was obtained from all the Americans in Cuba.

The Isle of Pines National Bank & Trust Company was the only bank in all Cuba that took no advantage of the government moratorium, functioning in all of its departments.

The average rainfall is sixty inches a year, scattered throughout the year, irrigation being unnecessary and fertilization a much smaller item of expense than in California or Florida.

An Isle of Pines commercial bureau has been opened in Chicago at 53 West Jackson Boulevard, in charge of Clement J. Wall.

LOCATED OLD FRIEND

The *Illinois Central Magazine* has frequently been the means of putting old friends in touch with each other. A case just called to our attention is that of W. O. Wood, formerly trainmaster at Water Valley, now president of the New York & Queen's County Railroad Company, Long Island, New York, and C. H. Hammond, engineer on the Panama Limited between Memphis, Tenn., and Canton, Miss. On page 5 of the August issue was a story

regarding the "on-time" record of the Panama Limited, and in this story Engineer Hammond's name was mentioned. Mr. Wood read the article, tore out the sheet and wrote on it to Engineer Hammond as follows: "Congratulations—I hope the track is better than in the days when old Big Black used to wash out—good luck to you all."

SOME GOLF CLUB NEWS

The Illinois Central Golf Club, composed of a number of the general office men at Chicago, is going along nicely. The match play event, started in June and July, resulted in a victory for Fred Collar. Fred Lucius was runner-up. The club is unfortunate enough to lose Mr. Collar, who will locate in New Orleans as local sales manager for the Dalton Adding Machine Company. A match play handicap event was staged during August. C. C. Haire was put out by A. H. Coates, who in turn was "bumped off" by C. L. Combs, who shot a flawless 82. Bob Anderson, Fred Lucius, W. P. Enright, N. A. Howell, and J. Lessel were others prominent in the running. The club is endeavoring to arrange a tournament with the 63rd Street office shooters.

He Saw America Seventh, Instead of First

Pensioner, After Six Trips to England, Found Wonders in This Country Enough to Satisfy Him

By W. H. WASHINGTON,

Pensioned Engineer, Louisiana Division

HAVING taken six trips to England in the last thirty years, I decided it was time for me, as an American citizen, to see America. Accordingly, at 10:30 a. m., June 7, I left Duluth, Minn., via the Northern Pacific, for San Francisco to attend the Shriners' convention, and, incidentally, to see something of the greatest and best country on earth. The ice had been gone off Lake Superior only three or four weeks, but it was 75 degrees in the shade at Duluth and about the same temperature all the way to Seattle.

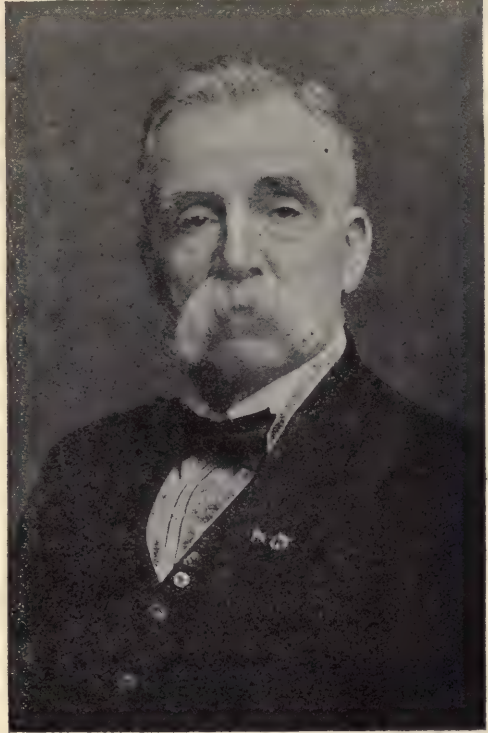
I saw nothing that most travelers do not see until we reached the North Dakota Bad Lands. They are rightly named: several hundred hills of every conceivable shape and size and most of them absolutely devoid of vegetation. Except in that location the wheat, oats, and other crops looked to me to be healthy and promising everywhere, though I was told that North Dakota needed rain badly.

At Wibaux, the first station in Montana, fully a mile from any house or public road and about 250 feet from the track stands a statue erected to Pierre Wibaux, Montana pioneer. At Big Timber, Mont., the Crazy Mountains came in sight, their tops covered with snow, apparently only about two miles away. At Livingstone, the snow-capped mountains looked to me to be about one mile away, but the conductor told me that they were sixteen. A resident of Livingstone assured me that they were fully that distance.

Country Explored by Lewis and Clark

At 5 p. m., June 8, we passed through the Bozeman tunnel, at the west end of which a sign announced that "Captain Clark, of Lewis and Clark, crossed this pass in 1806." Up into the mountains and down again, out on the prairie, and we passed the Trident, three forks of a stream which unite, forming the starting point of the Missouri River.

On June 9 the brakeman woke me up announcing "Hope," which is on the bank of Lake Pond de Dreille, extending sixteen miles into Idaho. This lake is really a wide place in the



W. H. Washington served the company as a locomotive engineer for twenty years prior to being pensioned January 1, 1918. He was born in England in 1852, began his railway service as a call-boy twelve years later, in 1864, became a fireman in 1869 and an engineer in 1874. He came to the United States in 1881 and entered the service of the Illinois Central, on the New Orleans terminal, in 1897.

Clark's Fork River, which flows into the Columbia. In 1804 Lewis and Clark passed through this river and lake with an Indian girl as pilot.

We reached Spokane, Wash., at 8 o'clock. At Pasco we crossed the great Columbia River, and ninety miles farther on, at Yakima, we entered the Yakima River Canyon and followed the meanderings of the river more than thirty miles. In that distance we were headed many times toward every point of the compass. Sometimes it looked as if we were heading

right into the rock at the end of the canyon; then suddenly we would round a curve and see the canyon ahead of us again. A 2-mile tunnel put us in the open.

At Ellensburg, I wired my nephew at Seattle, and he met me there at 10:30 p. m. Next day, he showed me around the city and through the Farmers' Market, which is a close rival of the famous French Market in New Orleans. In Union Lake, which is connected by a canal with Puget Sound, I saw several of the wooden ships built by the United States government during the war which my nephew told me were for sale. I saw three ships in this lake from Manchester, England.

"The Most Beautiful Scenery on Earth"

I left Seattle at 11:45 p. m., June 11, arriving at Portland, where I connected with the Southern Pacific for Frisco. By 6 a. m., we were passing through some of the most beautiful scenery on earth. Next morning at daylight Mount Shasta came into view, the top part of it covered with snow. At Shasta Springs everyone got off and drank Shasta Springs water. It is a good deal like seltzer water, and there is plenty of poorer stuff sold at soda fountains. We had Mount Shasta in sight, 14,444 feet high, first on one side, then on the other, for a distance of 138 miles.

We ran along the upper edge of the Sacramento River Canyon seven or eight miles with a railroad in sight at the bottom. Then we passed through a tunnel and around a horse-shoe curve, and we were at the bottom and could see the track that we had just passed over. We followed the meanderings of the Sacramento River into the greatest fruit country in the world. Emerging from the canyon we passed through miles of apples, pears, cherries, figs, prunes, oranges, olives, lemons, hops, and here and there a big field of oats, much of which was already cut.

At 4:35 p. m., June 12, we reached Benicia and crossed over Carquinez Strait to Port Costa on a ferry boat that carried our entire train of nine coaches and a large engine and at the same time another train of seven coaches and engine. I got off at Oakland on advice from the engineer, who said that the hotels in San Francisco were full.

Next morning I went over to Frisco, six miles across the bay. It would be useless for me to attempt to describe the decorations all over the city. They were immense, as was also the western hospitality extended to the

visiting Shriners. The Shriners had many street cars chartered for the three days of the convention for the visitors, to ride in, also automobiles running the whole time carrying them wherever they desired to go.

Met Illinois Central Shriners

On Market Street I met Noble W. E. Pleasants, ticket agent at Jackson, Miss., and at the convention hall I met Noble T. A. Moore, passenger conductor, Louisiana division. Both seemed to be having a good time.

I rode out to Golden Gate Park, where there are a number of animals. In the greenhouses are flowers and ferns from Peru, Chile, Brazil, Mexico, Jamaica, the West Indies, the Canary Islands and Australia. Out at the west end of the park and at Cliff House I got my first view of the great Pacific Ocean. I also noted the seal rocks, about 300 feet from shore. I was informed that these rocks are sometimes almost covered with seals, but they were not at home while I was there, and I did not see a single seal. Near Cliff House, there is a large military reservation, and guarding the Golden Gate entrance to San Francisco Bay stand two 16-inch guns. I was informed that there are others so located as to be able to sink any vessel approaching without authority.

After the convention was closed, I spent one day in Oakland. There the red fez was good for a free ride on any street car or automobile. I had a 4½-hour ride over the city and through the neighboring cities of Alameda, Berkeley, Emeryville and several others. I never saw elsewhere such a display of flowers as I saw on this trip. In gardens and in the strips between the sidewalks and the curbstones are every kind and color of flowers, and I saw gardens surrounded with hedges of geraniums seven feet high.

Thirty-Four Tunnels in a Row

On the morning of June 17 I left for Reno, Nev. We traveled through the Sacramento Valley and miles of orchards and vineyards to Auburn at an elevation of 1,360 feet. Then we left the fruit district and cultivated lands and passed through a series of tunnels. I did not count them, but they were numbered, and the last one was No. 34. At American, the elevation is 4,018 feet, and the mountains all around are covered with snow. Here the train stopped five minutes to allow the passengers to get off and view the American River at the bottom of a canyon 2,000 feet deep.

Here began snow sheds, practically tunnels,

but open part of the way on the canyon side and extending thirty-two miles. At Emigrant Gap the elevation was 5,219 feet, and snow was everywhere; it was really cold, and we were still climbing. We passed Cisco, 5,933 feet, Summit, 7,018 feet, with snow ten inches on the level and sixteen inches in drifts. We began to drop down on the other side of the Sierra Nevadas. At Truckee, 5,810 feet, we stopped for supper and could see snow only on distant peaks.

At 8 p. m. we arrived at Reno, the city of divorces. Reno is a city of about 20,000. I saw the entire city, including the famous courthouse, and mailed several postcards of that courthouse before I retired.

At 6:35 o'clock the following morning, I left for Sacramento. About 9 a. m. we passed the great Yuba Dam. It was not favorably situated for a good view from the train, and I could only see the top of it. The conductor told me that it was 250 feet wide at the base, 250 feet high, and reinforced with steel rails, circling inward so as to stand the pressure of the water above.

I arrived at Sacramento at 2:38 p. m. Sunday, walked all over the city and through the capital and left at 12:30 a. m. for Portland, Ore. Again I saw Mount Shasta, first on one side and then on another, for 138 miles. Then I left it behind, as I supposed, for good; but after running fifty-seven miles farther, a few miles from Portland, here was Mount Shasta almost ahead of the engine. We entered a tunnel and saw it no more.

Spent Five Days in Seattle

I arrived at Portland at 9:15 a. m., Monday, the 20th. I went up to Council Crest and the Oaks Parks, had a good look around the city, and left at 8:05 a. m., June 21. I arrived at Seattle at 2:55 p. m. and stayed with friends there five days. I had a good look around the city, saw the big totem pole, and visited Alki Beach and the Woodland, Ravena, and Volunteer parks. At the latter I climbed to the top of the water tower, from where I could see Mount Rainier, sixty miles away, with its cap of snow.

After leaving at 7 p. m., June 25, I arrived at Spokane at 7:50 a. m., stayed all night with a friend at Whitworth College, and, after seeing the city, left at 8:15 a. m. on the 27th.

I arrived at Austin, Mont., at 9:40 p. m. and the next day went to Blossburg, where there is a pile of rocks about four feet wide

at the base and six feet high marking the Rocky Mountain continental divide. From one side of that pile water will run to the Atlantic Ocean, and from the other side to the Pacific.

My friend, Mr. Conway, whom I had known in Duluth, pointed out an abandoned gold mine near the top of a mountain, and while he was at work I climbed up to explore it. I went down a slanting hole leading to a tunnel, into which I went until it was as dark as blackest night. I stepped on something softer than the rock, and on striking a match I saw traces of some large animal, apparently a horse, but a moment's reflection showed me that no horse could get in there. I at once decided that it was a bear and that if he happened to be at home he would probably regard me as a trespasser; so I laid my dignity aside and went out of that hole and down that mountain like a fellow who had urgent business at the bottom.

Mr. Conway told me of a friend of his who worked a gold mine for several years and went more than sixty feet into the mountain side without making enough to live on and, becoming disheartened, sold his mine for \$200. The man who bought it went two feet farther and took out \$50,000.

Entering the Yellowstone Park

The next day Mr. Conway took me to Helena on his car, and we went all over the city and through the capital. I left Helena at 9:25 p. m., arrived at Livingstone at 3 a. m. and reached Gardiner, the northern entrance to the Yellowstone National Park, at 12 noon. About a dozen sightseeing automobiles met the train at Gardiner to carry park visitors to Mammoth Hot Springs Camp, where we arrived at 12:45 p. m. for lunch. To describe the beautiful and wonderful sights in this park would require a much larger book than a magazine, but I want to assure anyone who has not seen them that he will never see anything more worth while than the beauties and wonders of the Yellowstone National Park.

At Mammoth Hot Springs there is a white terraced hill, probably 150 feet high and flat on the top, formed entirely by the sediment from the hot springs on top of it. This hill, our guide informed us, grows several inches every year. There are a number of hot springs on the top from which water flows at 180 degrees. It is remarkably clear and gives off a strong odor of sulphur. The largest spring

jects about fifteen gallons a minute. Near by is a hole about forty feet deep, seventy-five feet long and six feet wide called the Devil's Kitchen, to which access is gained by a ladder. I went down and found it very hot with a strong smell of sulphur, but his majesty was not at home.

At the foot of this hill, we passed several deer, which paid us no attention, but went on eating grass while some women in the party took kodak pictures of them. Here is a circle of rock about six feet in diameter and about two feet high in the center, with a pool of hot water four feet wide, close to the Firehole River. You can catch a fish in the river and drop it into this pool, and it will cook. Another pool about the same size is called the Handkerchief Pool. A handkerchief dropped into this pool goes slowly down to the bottom, through a hole in the center, and is out of sight two or three minutes; then it slowly comes up again clean, but it has to be lifted out with a small iron bar and swung around until it gets cool before it can be handled.

Some Attractions at Yellowstone

We left Mammoth Camp at 8 a. m., July 1, and stopped at Apollonaris Spring, ten miles away, to allow everyone to drink the water, cold as ice. Five miles farther on we passed the Twin Lakes, each about 150 feet across, with about an 8-foot partition between. Both lakes are hot water. One is a deep blue; the other, deep green. Everybody got off the cars five miles farther on and walked a quarter of a mile through Norris Geyser Basin, where are a number of geysers and perhaps twenty holes from twenty to fifty feet wide and from twenty to forty feet deep and full of hot water, some blue, some green, some colorless and all unbelievably clear. Here also is the Growler, a hole about two feet in diameter, in the side of a rock, which growls constantly with steam pressure from the inside. Six miles farther on we stopped to view the Firehole Cascades, where the Firehole River falls eighty feet.

Our next stop was Mammoth Paint Pots, several pools of boiling mud of different colors, which look like paint. We arrived at Old Faithful Camp for lunch at 12:30 p. m. Old Faithful is a geyser which erupts every sixty-five minutes and sends a stream of hot water 180 feet in the air for ten minutes. Nearby is the Giant geyser, which shoots 250 feet for an hour every 6 to 14 days, which I was fortunate enough to see. The Giantess geyser shoots 200

feet at irregular times, but did not shoot while I was there.

We left at 2 p. m., July 2, and stopped to view the Kepler Cascades, where the Firehole River goes over three falls in a space of about 150 feet, aggregating 100 feet in the three falls. Four miles farther, and we crossed the continental divide at an altitude of 8,240 feet. Here is Isa Lake, from one end of which water runs to the Atlantic and from the other end of which water runs to the Pacific. Seven miles farther, and we crossed the divide again, at 8,345 feet. We arrived at Yellowstone Lake camp at 5 p. m. Yellowstone Lake is thirty-seven miles long and twenty-four miles wide and averages thirty feet deep. The elevation is 7,840 feet.

Where the Fish Are Hungry

The lake abounds with fish, and they will bite! One man I saw fishing said he was compelled to hide behind a tree to bait his hook, or the fish would have the bait before he got the hook into it. I cannot vouch for the correctness of that statement, but I know that fishing is good there. We left at 10 a. m., July 3. We stopped several times along the road to view mud volcanoes, called the Dragon's Mouth, and the Northern Pacific trade-mark. This is a stream that winds around and forms the well-known N. P. trade-mark as perfectly as it could possibly be made. From this, our guide informed us, "Jim" Hill got the idea and adopted it as a trade-mark.

We stopped again at Artist's Point, from where we had an excellent view of the Grand Canyon, and at Inspiration Point for another view. From here we saw three eagles' nests in the canyon, one of them with young ones, too far away to be counted. We also saw a number of ospreys' nests. Here a big black bear with two cubs strolled out of the woods into the road just ahead of us. We stopped, and everybody got out of the car; while the cubs were climbing a tree, several women took kodak pictures of both the bear and the cubs. The bear seemed to regard us all as friends. We were all around her, and she would point her nose first toward one, then another, as if begging for something to eat. There wasn't anything on the car, however. As we drove off, another car came along and stopped, and the occupants, too, got off with kodaks for a visit with Bruin.

We arrived at Grand Canyon Camp at 12:15 p. m. for lunch. The canyon is 1,200 feet

deep at the bottom of the upper falls, where the Yellowstone River, seventy feet wide and four feet deep, flows over a rock and falls 112 feet. Then it flows nearly half a mile and over the lower falls drops 310 feet. Here the canyon is 1,500 feet deep. I went to the foot of the upper falls alone, and two hours later I went with a party of about twenty-five, accompanied by a guide; down Uncle Tom's trail to the foot of the lower falls.

Ice Water on Burning Sand

This was about 10:30 a. m., July 4. Arriving at a little plateau or level spot about 1,000 feet down, we found a big patch of snow about eighteen inches deep, and the entire party indulged in a good natured snow-ball fight for a few minutes. At the bottom the guide showed us a stone about two feet from the edge of the river and said, "Step on that stone and put your fingers into the sand at the bottom of the river beyond it." I did as he said. The water was eight inches deep at that spot and almost as cold as ice. The sand underneath

was so hot I couldn't hold my fingers in it. There are a great many woodchucks and gophers all around this camp, and they will come and eat out of your hand any time you offer to feed them. We left at 1:15 p. m. for Mammoth Camp, where we had dinner and left at 6:30 p. m. for Gardiner and home.

We saw two coyotes on the way, running away from the cars, and we passed a beaver dam and hut, but only the party on the first car saw the beavers.

We left Gardiner at 7:30 p. m. and arrived at Livingstone at 9:45 p. m., just in time to see a beautiful display of fireworks set off by the city on an adjacent mountain. I left at 2:05 a. m. and arrived at Duluth, Minn., at 9 a. m., July 7, after a most enjoyable trip and with a heart full of gratitude for the Illinois Central System, which made such a wonderful trip possible. For the benefit of those who contemplate a sightseeing trip, I advise them not to go to Switzerland or anywhere else until they have seen America.

Won Class Honors in Louisville Academy

Here is Miss Margaret Glynn Mackin of 626 Floral Terrace, Louisville, Ky., grandniece of Roadmaster P. Glynn of the Kentucky division. Miss Mackin is a recent graduate of the Holy Rosary Academy, 1333 Fourth Avenue, Louisville, where she won class honors and was awarded the gold "Times" medal for excellency.

Her graduation essay, which was widely praised, was entitled "Woman of Faith."

"Endowed with the highest of ideals," Miss Mackin wrote, "animated by the purest of intentions and infused with the noblest of aspirations, who is more fitted to conscientiously curb the evils of today than the pure, angelic woman who possesses God's gift of faith? . . . The power of the woman of faith is untold. In fact, she is endowed with the ability to change from evil to better the very conditions of the entire world. Through her elevating influence, indirectly but affluently, the change will gradually take place. How vital it is that she now realize her duty to grasp the situation and answer God's holy call for help. In one little prayer, one little act of kindness or self-denial, there is the power to convert many."



Miss Margaret Glynn Mackin.

With Our Home Owners at Louisville, Ky.

Employees Find Pleasure, and Profit in Buying or Building; Start Early, Is Advice They Give

IF the home is bought while the children are young, the family pocketbook can stand the strain when school days start. Thus Mrs. Charles Schnell persuaded her husband, assistant foreman at the Illinois Central freight house in Louisville, Ky., to stop paying rent and start payments on a home of his own.

Mrs. Schnell could see the demand the children were to make on their father's income, and the result she feared was seeing her children without a home. She brought the facts squarely before her husband, and it did not take him long to see as she saw.

Mr. and Mrs. Schnell were married in November, 1916, rented a house for \$9.50 a month and lived in it for four years. At the end of that time, the owner of the house informed them that the rent would be increased to \$18 a month. It is true that Mr. Schnell's salary had increased from \$49.50 a month, when he was first married, to \$132.04 a month, but the proposed increase in the rent of the house in which they were living loomed mighty big to

the young couple. Their fondest dream was of a home of their own, but up until that time they had considered the purchase of a home too much of a burden. They had been saving all the money they could; every extra nickel went into the coffer, for they wanted to make a substantial payment on a home when it was decided to make that step.

Paying Out at \$4.02 a Week

In 1920 there were two children—one 3 years old and the other 1 year old. Those were two reasons why a home was needed, and the increase in rent made the fact even more apparent. There was \$1,000 in the bank then, too. That would be plenty for the first payment, they concluded.

So Mr. and Mrs. Schnell went on a home hunt that lasted three months. They found a house valued at \$2,750, talked to the owner and made arrangements for the purchase. The initial payment of \$1,000 cut their obligations down to \$1,750, and liberal terms were extended for the payment of that. The agreement



A train in Borneo, East Indies. Many of the natives of Borneo are of pygmy stature, and this train seems to be built to fit them. The open-air arrangement suits the temperature of Borneo, but the white men who are shown as passengers here seem out of luck if smoke and cinders are flying. This railroad runs through gorgeous tropical scenery, and the passengers shown here are writers, artists and photographers who intend to enjoy and report it. Photograph by the Williams Service, New York.



Employees' homes at Louisville, Ky.: 1, J. D. Arnult, conductor, 1702 Tyler Parkway; 2, H. L. Ash, yardmaster, 320 Shawnee Drive; 3, P. Glynn, roadmaster, 626 Floral Terrace; 4, W. A. Fisher, engine foreman, 2229 West Broadway; 5, T. E. Hill, superintendent, 1228 Cherokee Drive; 6, A. Beninger, engine foreman, 1833 Tyler Parkway; 7, D. H. Pearl, conductor, 1823 Eastern Parkway; 8, J. J. Millett, traveling engineer, 2119 Osage Avenue.

was that \$4.02 to be paid each week would pay interest on the \$1,750 and a small amount on the principal. Further arrangement was made whereby Mr. Schnell could pay \$100 at any time he was able and thus reduce his weekly payment by 23 cents. To date Mr. Schnell has made such advance payments to the amount of \$650. He expects to have his home entirely paid for by May, 1923.

There are many such home owners among 350 employes of the Illinois Central at Louisville.

Started Buying on a \$50 Salary

E. S. Stout, assistant foreman of the inbound freight house, started paying for his home in 1890, when his salary was \$50 a month. And he had two children then.

Mr. Stout was married in 1884 and lived for six years without a home of his own. When he decided to buy a house, he had saved about \$200, and he gave that as his first payment on an old house valued at \$1,100. He then made arrangements to pay \$20 a month until the balance was paid.

He lived in the old house about ten years and saved money to build a new one on the same site. When he had accumulated \$600, he

decided to build a \$1,400 home. He borrowed \$800 from a bank and gave two notes for \$400 each, falling due six months apart. The notes bore 6 per cent interest.

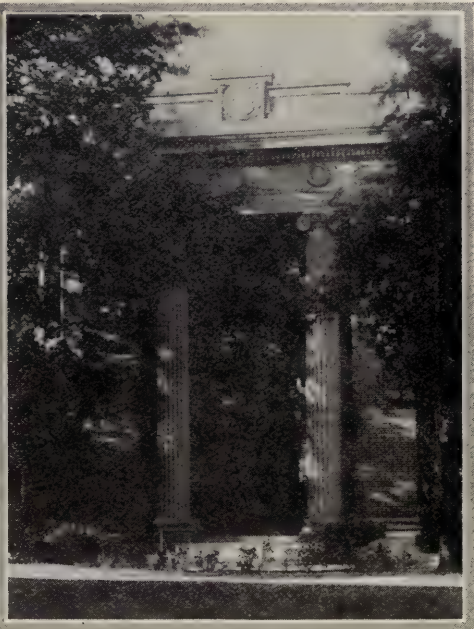
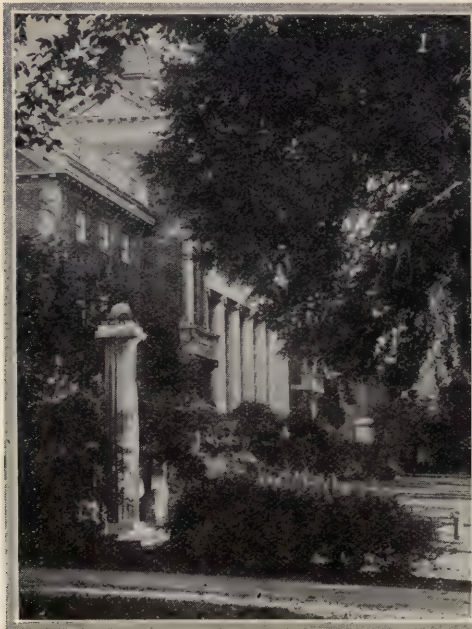
Mr. Stout says that the banker would renew the notes each time the interest was paid, and there was no urgent demand that the principal be reduced.

In 1904 Mr. Stout made the last payment on his home. He regards the splendid health of his family and the scarcity of doctor bills as great aids in his success in owning his home.

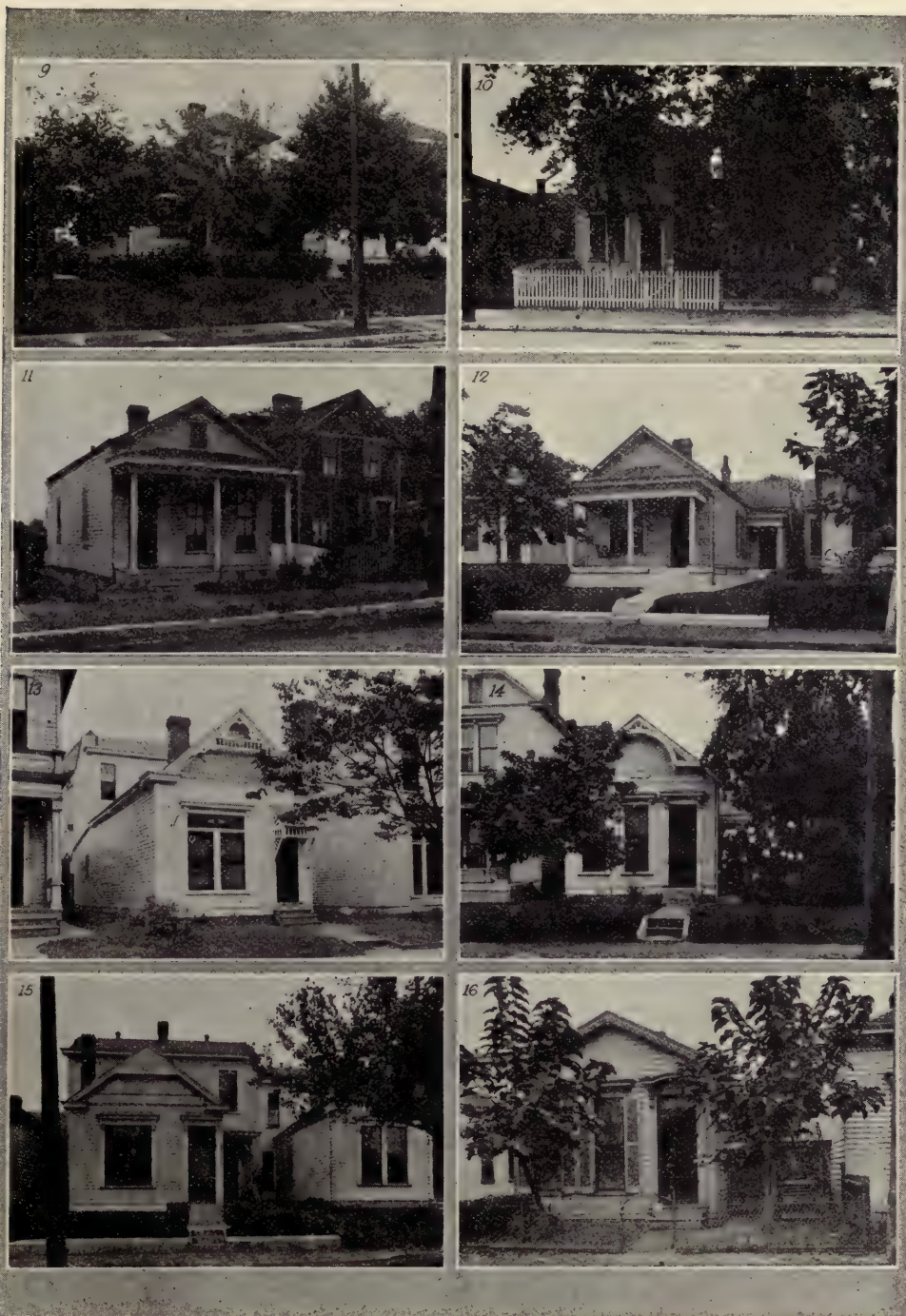
Bought After 19 Years' Renting

Michael Brown, trucker at the freight house, was a renter for nineteen years before he decided to buy a home. When he married, in 1892, he rented two rooms and bought the furniture for them. In 1911 he had saved \$250, and his wife's mother had left them \$400. He decided to buy a home that year and found a suitable house that was valued at \$850. He borrowed \$200 and made the purchase.

A. Buchhold had visions of a happy life in a home of his own long before he was married, June 15, 1921. It was firmly fixed in his mind that he was to have a home, and he was willing to wait until he had saved the necessary



Summer scenes at the University of Illinois, Champaign. No. 1 is the east entrance to the Woman's Building, with the Commerce Building in the background. No. 2 is the entrance to Smith Memorial Music Building, recently completed.



Employees' homes at Louisville, Ky.: 9, Thomas Barry, engine foreman, 657 South 41st Street; 10, E. S. Stout, assistant foreman, 1915 Portland Avenue; 11, Charles Reavy, crossing flagman, 2121 High Street; 12, D. H. Beuchele, assistant foreman, 2617 Madison Street; 13, Thomas Lynch, foreman, 1113 Seventh Street; 14, A. H. Morton, chief clerk, revising bureau, 351 North 26th Street; 15, C. V. Dudderar, accountant, 526 North 24th Street; 16, Michael Brown, laborer, 1849 Lytle Street.

funds. He rented two furnished rooms at first, and paid \$22.50 rent each month.

But Mr. Buchhold's dream was not so far in the future as he had thought. He had been married but a month and a half when he heard of a house for sale at a bargain. He and his wife went to look at the house, and found it to be just about what they wanted; but both realized that it was not to be theirs for awhile.

How a \$3,500 Home Was Bought

Then a friend came to the rescue and offered to lend the young couple the money to pay cash for the home. They eagerly accepted his proposition and made arrangements for the purchase of the \$3,500 home. Mr. Buchhold agreed to pay the friend \$50 a month and keep the taxes on the property paid until the debt had been erased. At the end of each four months, his monthly payment drops 50 cents. The taxes on the property amount to about \$54 a year, but Mr. Buchhold says that he is having little difficulty in making all of his payments. There is less theater going and perhaps less money for clothes now, he says, but there is the satisfaction behind it all that there is no rent to be raised and no moving to be done.

Mr. Buchhold has been offered \$4,000 for his home.

Thomas Lynch, foreman of the freight house, married in 1884 and rented for ten years, but during all that time he was planning to own a home. He saved his money, and in 1892 he had enough to purchase an \$875 lot. Two years later a \$2,700 house was erected on that site. He borrowed the money to build, and inside of three years he had cleared the debt.

I WILL TRY

I will try to be a lifter, not a leaner; to encourage, never discourage; lighten the sorrow of others; make the world a little sweeter place in which to live, keeping in mind the will of God; make sunshine in life's shady places; look on the bright side of everything; be clean in body and mind, working industriously and honestly for a living and a spotless character so I can look up—not down—and meet Death's coming with a fearless smile; rejoice in life; have hope and faith in everybody until they themselves destroy it; try to live without hate, jealousy, or envy; avoid speaking critically and bitterly; repeat only the good I hear; love because of the enjoyment it brings; do good for the joy of it; be cheerful in disappointments; charitable toward the erring and the fallen; smile more—frown less; follow the Golden Rule.—*Kiwanis Magazine*.



General Manuel Perez Trevino, chief of staff of the army of the Mexican Republic, and party, leaving New Orleans on the Panama Limited, July 31, en route from Mexico City to New York City, via Chicago. Members of the party, from left to right, are: Captain Ricardo Perches; General Manuel Perez Trevino; Mrs. Manuel Perez Trevino; M. B. Cicourel; Fred L. Jones, district passenger agent, Illinois Central, Houston, Texas; Captain J. Bostenes Garcia; Pullman Conductor O'Connor; S. B. Mitchell, city passenger agent, Illinois Central, New Orleans, La.



Employees' homes at Louisville, Ky.: 17, George Ewan, switchman, 2125 Greenwood Avenue; 18, C. Hunsinger, engine foreman, 3629 West Chestnut; 19, W. H. Davis, engine foreman, 2204 Greenwood Avenue; 20, E. C. Noonan, engine foreman, 2206 Greenwood Avenue; 21, R. G. Shircliff, yard clerk, 3204 Marion Court; 22, D. S. Herndon, general yardmaster, 743 South 37th Street; 23, A. Buchhold, clerk, 1427 28th Street; 24, Charles Schnell, assistant foreman, 430 North 20th Street.

Fireman Rescues Farmer From Mad Bull

*Jesse Bandfield Hero of Encounter Near Manchester, Iowa,
When Train Stops to Save a Life*

JESSE BANDFIELD, fireman on the Minnesota division, fought an infuriated bull that was attacking Fred Bartledd about 5:15 a. m., July 29, in a field about a mile west of Manchester, Iowa, and probably saved the young farmer's life.

Extra freight No. 1879 with J. Hurley, conductor, John Dewhurst, engineer, Jesse Bandfield, fireman, Brakeman Heathershaw, and John Joyce, flagman, had left Manchester an hour and twenty minutes ahead of No. 13. When the freight train reached the west mile-board, Bandfield noticed about thirty head of cattle standing close together with their heads down and tails sticking straight out. They were in a field on his side of the right-of-way, and were showing so much excitement that he called Dewhurst's attention to them.

"Do you want to see a stampede?" he yelled. "Some cattle in this field over here are going to cut up some capers shortly."

As Dewhurst looked, the cattle parted and disclosed a huge bull down on his knees with his head boring toward the ground.

"Look! A man is down!" Bandfield cried.

Bull in Deadly Attack

With that, Dewhurst applied the air and brought the train to a dead stop. Bandfield grabbed his coal pick, leaped from the cab, hurdled a fence and ran to the aid of the man.

Bartledd had his arms locked about the bull's head to keep from being fatally gored. As the animal raised his head, Bartledd was lifted from the ground. The beast ran, clawed Bartledd with a sharp hoof at every step; then stopped, sank to his knees, twisted and shook furiously to loosen his victim and pinned the man to the ground with his head. Bartledd's clothes were in shreds, and blood was streaming from his mouth and nose. His strength was growing weaker.

When Bandfield arrived at the wounded man's side the bull stopped his attack and looked at the newcomer. The beast had become so enraged that his eyes were purple.

"Shall I kill him?" Bandfield asked, taking advantage of the pause.

"Yes," the almost exhausted man replied.



Jesse Bandfield

Fought Bull With Coal Pick

Bandfield struck the bull between the eyes with the coal pick. Bartledd loosened his grip, and the animal backed off a short distance, where he sank to his knees. Bandfield picked up the injured man and started toward the fence. He had gone only a few steps when the bull charged again. Bandfield turned and stopped the attack with a heavy blow across the animal's nose.

Bartledd was taken to the side of the engine, where his injuries were examined. Several ribs were broken, but at his request he was left by the track. He told the crew that he had been fighting against the attack of the

bull for thirty minutes and could not have lasted more than five minutes longer.

Extra No. 1879 proceeded on its journey after being delayed five minutes by the incident.

Bartledd, who is about 35 years old, is employed on the farm of his father-in-law, Henry Veasy, near Manchester. According to the latest report, he is recovering from his injuries.



Employees at Play, Jackson Park, Chicago.



This picture of Northeast Mississippi boosters was taken August 13 in Chicago, near the team track in our yards at Fourteenth Street. There were about one hundred in the party that left Columbus, Miss., August 10 for a 10-day tour through Illinois, Indiana, Iowa, Wisconsin and Missouri. The following dairying and agricultural centers were visited: Racine, Milwaukee, Waukesha, Fort Atkinson, Jefferson, Lake Mills, Madison, Monroe, Wis.; Waterloo, Marshalltown, Ames, Des Moines, Iowa; St. Louis, Mo., and Humboldt, Tenn. The party made use of four 12-section drawing-room sleepers and one baggage car. This equipment was delivered to our line August 11 at Cairo Junction by the Mobile & Ohio. We delivered it to the Chicago & North Western August 14 at Chicago, and it was returned to our line August 15 at Madison, Wis. At Cedar Rapids, Iowa, August 16, the equipment was again delivered to the Chicago & North Western.

Playground Is an Asset to Martin, Tenn.

Park on Illinois Central Land Draws Crowds From Other Towns, and Children Seek to Have Parents Move

ONE of the most completely equipped playground parks on the Illinois Central System is at Martin, Tenn. The residents of that little city firmly believe that all work and no play makes Jack a dull boy. They have spent thousands of dollars on equipment for the park. The result is that there is apparatus there for the recreation of everyone from 2 to 60 years old, and it is all being used daily.

When the Mississippi Central Railroad, predecessor of the Illinois Central, was building its line through that part of Tennessee, there was no town named Martin. But G. W. Martin owned a large tract of land in that locality. He heard of the construction of the railroad, investigated and learned that the right-of-way was to go to one side of his property. He went to the engineer in charge of the surveying and offered the company the title to a part of his land if the track was laid through it. His offer was accepted, and Martin, Tenn., was born.

That's the story told of how there happened

to be land available at Martin for the building of the park. But making a reality out of the dream of a worth-while playground on that land is quite a different story.

Company Gave Use of Land

The company had no immediate need for the land, and weeds were allowed to grow. It became an eye-sore to the residents, but they realized what an expense it would be to the company to maintain the place merely as a beauty spot.

Then a "bomb" was dropped. R. L. Whitcomb, then manager of a garage and now editor of the *Weakley County Press*, sounded the keynote for a playground. It was not long until the entire city was enthusiastic about it, and as the days wore on the excitement grew. Everyone was behind the idea and determined that it should be realized. In 1920 the matter was taken up with Superintendent J. W. Hevron at Fulton, Ky., and an agreement was reached whereby the city was granted permission to install a playground on the company's land.



View of playground at Martin, Tenn.



Some of the playground equipment.

Then the work of construction began. Young and old worked side by side. A subscription totaled \$2,303.93, the land was cleared, and a carnival of local talent netted \$1,410.34. The first equipment for the playground cost \$2,324.11. The merchants of Martin purchased

it for the park and charged no profit on the transaction.

A commission consisting of three members was appointed to have complete charge of the park. Each member was given police power to enforce the regulations and impose fines



The crowds certainly like the park.

upon violators. The commission was given charge of the installation of new equipment.

Complete Playground Equipment

At present the playground apparatus consists of a $\frac{1}{8}$ -mile race track, a 50-foot wading pool, sand pits, a vaulting horse, a vaulting buck, traveling rings, parallel bars, a horizontal ladder, a set of six large swings, a set of eight small swings, a set of four seesaws, one baby slide, one medium slide, one large slide, one giant stride, vaulting posts, jumping posts, horizontal bars, a flexible ladder, a flexible rope, a sliding pole, sliding rails, acting rings, a trapeze, a flag pole, a band stand, two tennis courts, a basketball court, a volley ball court, a baseball diamond, fifty park seats, and a zoo with several cages of hawks, 'possums, squirrels, pea fowls, ground hogs, monkeys, etc. Some of the animals for the zoo were donated, and some were purchased. General Superintendent J. M. Egan donated two 18-inch alligators in the fall of 1920. They are now three feet long.

The residents of adjacent towns share the pleasures of the park with the residents of Martin. Sunday school picnics by the various

churches of Fulton, Union City, Paris and many other places are held there. There is no charge made for the use of the park on such occasions, and a cordial invitation is extended to other towns to take advantage of its facilities. The commission members say they have been told that, after a visit to the park, children of other towns beseech their parents to move to Martin.

It has been estimated that 300,000 persons visit the park each year. During the celebration from the last day of June through the first five days of July in 1920, about fifteen hundred round-trip tickets to Martin were sold on the Illinois Central at six neighboring towns.

Benefits are held in the park each year. The money goes for upkeep and new apparatus. Plans are now being made for an attractive fence about the grounds. Seven brick gateways with a light at each side have been installed. Each show that visits Martin is taxed a percentage of its receipts for the benefit of the park.

The Illinois Central community park at Martin is a splendid example of what the residents of a city can attain by co-operation.

John Holly's Grade-Crossing Adventures

The magazine last month carried a story from Claim Agent C. D. Cary of the Illinois division regarding a "careful crossing" experience of Engineer George Dix. Comes now John Holly, engineer of the first magnitude of the Illinois division.

John says—as Mr. Cary reports—that recently, just after he sounded the road crossing whistle on No. 4 south of Buckley, a small boy came along on a pony. The boy was on the southbound track when he heard the whistle. Instead of proceeding, the boy got off, took hold of the bridle and led the animal off. Near the crossing John blew the station whistle. The pony broke loose and ran away. John says he watched for that boy on several subsequent mornings, but never again did he see the boy on the pony.

Next morning at the very same crossing as John sounded the station whistle he observed a "careful driver" stop his automobile directly in the center of the track on the very next crossing ahead. John applied the brakes in emergency without stopping to guess what

the man would do. He had his train about stopped when some men came along and pushed this car off the tracks. John says that he could have stopped, if need be, within 100 feet of the car and not have struck it. For his good judgment, excellent control of affairs and splendid handling of the train he received a complimentary letter from the superintendent.

About May 7, while on No. 3 near Manteno, John observed an automobile come within the powerful rays of the headlight on No. 1194 and stop upon the track. He brought his train to a stop, and the "careful driver" obtained some assistance and pushed his car off the track.

About three weeks ago, on train No. 3 near Matteson, after passing Riverdale, John noticed a man coming from the west. This driver (careful, of course) had two auto busses, coupled. This was a double header, and a new one on John. John figured that if this fellow kept on and the train kept on, too, the leading bus might escape. But John had it figured out that the good brother would have nothing to tow after he passed over that crossing. Mr. Holly

again applied that over-used emergency brake of his, and the driver stopped with the front of his car directly on the track. Having reduced speed and acted with great discretion, John gave the man a chance to back off and prevent an accident.

Recently at Del Rey, while on train No. 4, John saw a motor car coming from the west. The driver had a young woman in the car. He kept right on coming. She opened the door of the car and jumped out, while the "careful driver" proceeded onward, missing the train by about two feet. John says that after he saw the young woman was safe, made so by her rare good judgment in abandoning the ship, he concluded that about all of any value in the car was safe, and so he proceeded on his way.

John Holly, engineer, was born in Chicago about sixty-one years ago. When he was a child, the family moved to Ludlow, Ill.

Mr. Holly entered the service of the City Railway Company of Chicago when he was 18 years old, but he soon became dissatisfied with that work. On May 9, 1881, he accepted a position as a fireman on a switch engine for the Illinois Central. Soon afterward he was placed in the suburban service at a salary of \$50 a month. In addition, he was given \$5 a month for watching the engine at night. William Leach was his engineer then.

Day and night work was trying on Mr. Holly, and before long he asked for a vacation. He was given one. When he had been gone but a week, the engine exploded.

When he returned from his vacation, Mr. Holly was placed in freight service with Engineer James McSweeney on the old engine No. 176. Later he was transferred to engine No. 300 with William Clayton. He then fired



John Holly.

for Engineer Richard Ormsby between Centuria and Cairo. Mr. Holly speaks of these days as "the good old days of blessed memory, when twelve hours late was not unusual and the farther one went the later he became."

After firing three and one-half years, Mr. Holly passed the examination to become an engineer. He was in the yard service for a year, in suburban service for seven years and then he entered upon his enviable record of twenty-two years in the passenger service. Most of that time, he has been on trains Nos. 3 and 4.

Glenn E. Plumb, Critic of Railroads, Dies

Glenn E. Plumb, long a Chicago attorney, counsel for the sixteen larger railway labor organizations and author of the celebrated "Plumb plan" of railway operation and ownership, died at Washington, D. C., August 1. Death was due to an affection of the heart, from which he had suffered for several months. Burial took place August 4 at Forest Park, near Chicago, after services at the First Presbyterian Church, River Forest.

Mr. Plumb was born at Clay, Iowa, Septem-

ber 30, 1866. He attended the public schools and in 1885 was graduated from the Streator High School at Streator, Ill. He then entered Oberlin College. Later he attended Harvard University, after which he entered the Northwestern University law school.

Mr. Plumb settled in Chicago in September, 1892, and married Grace Edith Clarke three years later. He obtained employment with the law firm of Miller & Starr. He continued with them and their successors, Peck, Miller

& Starr, until July, 1897, when he left to become attorney for the Chicago General Railway Company. In 1903 he took charge of the company as general manager for the reorganizing of bondholders. He was elected president of the company in November, 1904. At one time he represented the late Charles T. Yerkes.

Mr. Plumb was traction counsel for the city of Chicago in 1905. A year later he was appointed general manager of the Southern Street Railway Company, which position he left two years later to become president of the Calumet & South Chicago Railway Company.

In 1919 he obtained national note by advancing the Plumb plan.

Mr. Plumb appeared before the Interstate Commerce Commission on August 8, 1919, to explain his plan. "Organized labor is not willing to have the government operate the railroads because it does not believe so great an industry can be conducted by political autocracy," he was quoted as saying at the time.



Glenn E. Plumb.



The old way of lining track.

New Device Makes Track Lining Easier

The need for labor-saving devices becomes more apparent each day, especially in the maintenance of way department, which is called upon to do extremely heavy work, where a great quantity of labor is necessary.

One of the large features which is to be taken into consideration is the work in surfacing and lining track. Until the present there has been little progress made in devising ways and means to overcome the heavy labor usage in this class of work. It has been necessary to perform this operation by main strength.

A new track liner designed by F. Hackman and being tried out by the Illinois Central System brings about a decrease in the amount of labor necessary to line the most irregular track. This device is in the form of a lining bar, which fits securely against the base of the rail and is placed at such an angle that it permits a lateral strain without raising the track from its bed. On work which requires

as many as seven men, using the ordinary lining bar, to move track to its proper location, three men, by using this device, perform the same amount of work. It is not necessary to bring about a heavy strain on the employe in using this track-lining device.

Tests have proved that six or seven men, using this new device, can perform work which could not be done by eighteen to twenty men in the old way. The ordinary turn-out can be lined by six men using these jacks, while with the old way twelve men were necessary.

This device is especially adaptable to the lining of frogs and switches, as well as to regular track lining work. It is giving exceptionally good service in lining behind surfacing gangs. Where the ordinary requirement would be eight or nine men, three men perform the work. There is no delay or inconvenience in placing these jacks in position to line the track properly. It greatly expedites the lining with the ordinary lining bar.



Three men do the same work with new device.

Here's the Sweetest Part of Our System

New Orleans Division Produces Large Percentage of the Sugar Cane Grown in the United States

By W. W. ALLAIRE,

Office of Auditor of Freight Receipts

LITTLE mention has been made in our magazine of a thriving industry existing along the New Orleans division of the Yazoo & Mississippi Valley. Doubtless many readers of this magazine are unaware of the fact that a great percentage of the sugar cane used in this country is grown and manufactured in a district of Louisiana adjacent to the Y. & M. V.

The sugar cane season in Louisiana each year is from October to January, and during that period there are from two to five 45-car trains in daily operation devoted exclusively to the handling of cane between the various plantations and sugar refineries along the line between Baton Rouge and Reserve, La. In this district there are eleven large, up-to-date refineries, nine of which operate only during the local grinding season. The two others, which are at Gramercy and Reserve, La., operate the year around, handling the home crop during the harvesting season; the rest of year they are operated to refine raw sugar shipped to this country from Cuba.

The largest of these refineries, at Reserve, La., is owned by the Godchaux Company of New Orleans, one of the largest sugar producers in the world. This mill has a capacity to grind fifty cars of sugar cane daily, which is equivalent to about 1,200 tons. An average



Handling the sugar cane traffic at Convent, La. Left to right, O. Duhon, veteran agent; W. W. Allaire, office of auditor of freight receipts, Chicago; Miss Duhon; T. A. Appleby.

ton of sugar cane will produce from 140 to 180 pounds of granulated sugar.

Sugar cane is a plant from which about two-fifths of the sugar of commerce is obtained. In general appearance it somewhat resembles maize or Indian corn. It grows to a height of from eight to ten feet, but it varies in growth according to the situation, the season and the weather.

It is cultivated in all of the warm parts of the world, such as the West Indies, Brazil, Cuba and southern Louisiana. In tropical countries the sugar cane flowers only after the lapse of one year, and a planting will last from six to ten years. However, in Louisiana, owing to climatic conditions, it is usually necessary to replant at least every two or three years.

The juice of the cane is palatable and nutritive. During the harvesting season every creature which partakes freely of it appears to derive health and vigor from its use.

SOMETHING LARGER

Sad is the day for any man when he becomes absolutely satisfied with the life he is living, the thoughts that he is thinking and the deeds that he is doing; when there ceases to be forever beating at the doors of his soul a desire to do something larger which he feels and knows he was meant and intended to do.—*Phillips Brooks.*



A cane train crew at Union, La. Left to right, D. Mahoney, flagman; H. Dobby, flagman; T. Moody, engineer; W. Rodney, conductor.



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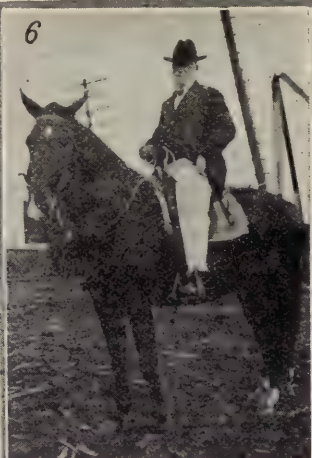
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A Few Sweet Pictures

The sugar cane harvest on the New Orleans division.

No. 1, cutting the cane.

No. 2, on the way from the field to the cars, Burnside, La.

No. 3, cane loading derrick at Waterloo, La.

No. 4, train of thirty cars of cane at Colomb Park, La.

No. 5, Godchaux sugar refinery at Reserve, La.

No. 6, on the job with D. B. Burden, one of the largest cane planters in Louisiana, Staring, La.

No. 7, how the necessary drinking water is brought to the cane cutters.

Photographs by courtesy of W. W. Allaire of the office of the auditor of freight receipts, Chicago.

Crystal Springs Ships 2,699 Cars of Truck

Mississippi Vegetable Center Reports Increase of 774 Loads Over Business of Last Six Weeks' Season

By R. S. BRENT,

Agent, Crystal Springs, Miss.

CRYSTAL SPRINGS, in the center of the Mississippi trucking belt on the Illinois Central main line, has long been noted for its heavy shipments of fruits and vegetables. The farmers in this belt raise vegetables, hay, corn, sweet potatoes and sugar cane almost exclusively, there being but little cotton planted.

The vegetable business is growing rapidly, and within a few years Crystal Springs is destined to be the largest vegetable shipping point in the South. Tomatoes and cabbage are now being grown twenty miles from town and are brought in to the shipping point in trucks over a fine system of graveled roads.

Here is how the business is increasing:

Crystal Springs in 1919 shipped 1,341 cars of vegetables; in 1920, 1,555 cars; in 1921, 1,925 cars; in 1922, the season just ended, 2,699 cars. We loaded in these 2,699 cars this season 4,298 hampers of turnips, 34,367 hampers of beets, 56,940 hampers of beans, 124,799 hampers of peas, 172,208 hampers of carrots, 185,868 crates of cabbage, and 1,242,015 crates of tomatoes. These vegetables brought to the shippers around \$2,000,000 gross.

Our Revenue More Than \$700,000

This business produces a splendid revenue for the Illinois Central. The earnings for Crystal Springs station for April, May and June, 1922, amounted to \$703,169.98. The bulk of this enormous movement is handled in six weeks. The car movement this season amounted to as high as ninety-two cars in one day, and for



Experts in handling vegetables. Our station force at Crystal Springs, Miss. Standing on the side of the engine is Mrs. C. R. Henington, bill clerk. Those standing from left to right, are: Jim Davis, laborer; Bob Johnson, trucker; Arthur Red, porter; E. P. Wood, flagman; L. K. Ramsey, diverting clerk; K. A. Carney, icing inspector; Lee Tyler, cashier; R. C. Lewis, second trick operator; M. E. Oliver, third trick operator; H. S. Holt, first trick operator; H. P. Campbell, trainmaster; R. S. Brent, agent; E. V. Price, fireman of the switch engine; D. Birdsong, engineer of the switch engine; Harry Schroeder, brakeman with the switch engine; T. H. Hart, conductor with the switch engine; John Rodgers, brakeman with the switch engine. Sitting, left to right: Henry Mitchell, coal handler; C. G. Boudousquie, warehouse clerk; J. F. Holt, utility clerk; W. H. Hodges, yard clerk; F. D. Porter, rate clerk; J. A. Ballard, loading inspector; J. W. Kennedy, ventilator clerk.

more than a week running from eighty-five to ninety cars a day.

Our vegetable train is scheduled to leave Crystal Springs at 10 p. m. daily, and in order to get everything ready we require all bills of lading to be in at 7:30 p. m. Very few are given in before this time.

It is then that the station force gets busy. The icing inspector must inspect each car in order to make a record of how much ice is in the bunkers when the cars are ready to move. The loading inspector must inspect the loading and see that all cars are properly braced. Many times we find that cars have to be re-braced before moving. The ventilator clerk must check over each bill of lading, make a record of the ventilating instructions and go over the yard to adjust every ventilator as per the bill of lading instructions. The seal clerk must see that every car is properly sealed and that the seals are recorded. The rate and bill clerks must see that every shipment is rated, billed and manifested. The demurrage clerk must check each bill of lading against demurrage records to see whether any detention or demurrage charge has accrued to be billed against the shipment. The yard clerk must make cards from the bills of lading for every car and see that they are properly carded, must make a switch list and check all waybills against his list for possible errors in car numbers before handing it to the switch engine crew. This crew, in turn, must get the train lined up and ready for movement at 10 o'clock. With but two or three exceptions, this train was always ready to move on schedule.

An Efficient Station Force

Perishable freight cannot be delayed. Delays cost money. In order to handle this business without delay and loss, our station force was keyed to a high pitch of efficiency, team work and enthusiasm. There is a man for each line of work, and he must be an expert in that line. We do not believe that there is a more efficient or enthusiastic force of clerks anywhere than the one we have at Crystal Springs, and it is to this efficiency and team work that we attribute our success in handling



Home of Agent R. S. Brent at Crystal Springs, Miss. Mr. Brent's three sons are shown. The largest is Robert; the next, William; and the next, Edwin.

the heavy movement this year without a dollar's loss or a claim so far as our handling is concerned.

Naturally there are hundred of diversions made in handling perishables, and it is necessary that we have an expert reconsigning clerk whose duty it is to see that reconsignments, changes in icing or ventilation instructions and requests for disposition of refused cars are handled without a minute's delay, for sometimes even a small delay in handling a diversion will cost the carrier a heavy claim. This station made 1,700 diversions this season.

McCOMB IMPROVEMENTS

Master Mechanic Roddie of the Illinois Central Railroad advised a representative of the *Enterprise* during the present week that he has received authority to install machinery in the locomotive department of the local shops to a total value of \$47,700. The improvements will be made as soon as the new machinery may be ordered, received and installed. These improvements are in line with the program of the Illinois Central for remodeling and enlarging the local shops. In the car department there was recently built a new steel car shed at a cost of \$196,000, and the work of building a new roadway and mechanical store room and wheel shop is just about completed, the expenditure for this work being \$43,000, making a total of approximately \$300,000 within a period of less than a year.—McComb (Miss.) *Enterprise*.

Utica, Miss., Finds Profit in Vegetables

Truck-Growing Wins Permanent Favor as Successor to Cotton-Raising; 557 Cars Shipped This Year

By H. J. SCHWIETERT,
General Development Agent

PROGRESS and advancement are frequently due to some adversity, which usually is the forerunner of development in any community. This is particularly true of the little town of Utica, Miss., on the Yazoo & Mississippi Valley Railroad, west of Jackson, in Hinds County.

Back in 1917 the boll weevil was so prevalent that cotton, which had been the dominating crop prior to that time, could not be raised profitably or with any degree of certainty. Low prices prevailed, and production per acre was far below the point of diminishing returns. Farmers and planters were discouraged. Debts piled up, and it was exceedingly difficult to obtain credit. The farmers, business men and the development bureau of the Illinois Central System realized that something must be done for the good of all concerned. After careful study of every phase of the situation, it was decided that the growing of vegetables for the early Northern markets would be the best course to pursue. In every great crisis, the people rise to the occasion; so they did at Utica, and a new era was begun.

In every great undertaking there must be leadership; there must be someone with a vision as to the future, someone with unshaken faith and confidence in the ultimate outcome of the project; so there was found a leader at Utica. It required the co-operation of men like D. C. Simmons, banker, merchant and planter, and his associates, as well as the Illinois Central System, to insure the success of the development of the vegetable industry.

Local Sales Agencies Found

Through Mr. Simmons and E. H. Currie & Brother, all vegetables grown in that vicinity find a ready market. These gentlemen act as local sales agencies, which are absolutely necessary if the farmer is to succeed.

In the treatment of the growing crop, by showing methods of cultivation and proper fertilization, and also by demonstrating proper packing and culling when the crop was ready for market, as well as furnishing equipment,



Tomatoes, Utica, Miss.

the Illinois Central System left nothing undone to insure success.

Mr. Simmons reports he shipped 409 carloads of vegetables this season, and Currie Brothers say they shipped 148 carloads. This gives a grand total by these two firms of 557 carloads, which is an increase of nearly 150 per cent over 1921.

The following table will give an idea of how the industry has grown since its inception:

	Carloads
1917	168
1918	148
1919	101
1920	160
1921	225
1922	557

Every effort will be made to have an increased acreage in 1923. From present indications the increase will be about 25 per cent.

Most of the growers are well pleased with the season's crop and the returns from the products sold. C. K. Leighton, who is one of the most progressive farmers, says that he shipped 1,450 hampers of carrots off five acres and that he received an average of \$1 a hamper. The money received from the carrots, he claims, paid for all the fertilizer and other running expenses of the farm, and the balance of his truck crop was net. He shipped 500 crates of cabbage, which brought him \$750. This was from five acres. Although the yield was only fair and the price low, the returns were better than he could have got from twice the acreage

in cotton, provided the latter crop had been good. Mr. Leighton also had twelve acres of tomatoes, for which he received approximately \$2,250. On the twenty-two acres he had in vegetables, he received a return of \$202.27 an acre.

Local Editor a Tomato Grower

O. W. Sarrett, editor of the *Utica Leader*, raised 525 crates of tomatoes in a back lot adjoining his home, with the help of one negro. Due to the unusually wet season and the lateness in getting the tomatoes planted, he fell short about 300 crates of maximum production. Extremes of heat and rain also caused considerable loss through sun blister and cracking.

The prospects early in the season were for 400 crates an acre, but due to unfavorable conditions the average yield for the whole section this year was about 300 crates.

The development of this industry was a blessing to Utica and the entire community. It helped the farmers pay off their indebtedness to the merchants. It has brought happiness and freedom from debt. It has brought to Utica this year approximately half a million dollars.

Agricultural Agents E. G. Wade and Ben Colman of the development bureau, who are

devoting most of their time to the development of the vegetable and fruit industry, have taken an active part in the work at Utica and have rendered valuable service by personal calls and advising growers on fertilization, building of cold frames and hot beds, transplanting, spraying, culling, packing, etc.

Thus, through the united efforts of the farmers and merchants of the community and the development men of the railroad, a great business is operating, and agriculture in the vicinity of Utica has been placed on a more permanent basis.

WORK AGAIN

Everybody seems to think work is an outrage. It isn't; the world over, men probably get more enjoyment out of their work than they get out of anything else. A mechanic I know has more contracts than any other in town. And his contracts are usually big ones; those requiring the most skill, the most intelligent attention. Don't you suppose this man finds a good deal of comfort in the reputation the papers and the people are giving him?

Poor work is disgusting, but good work is a source of pleasure and satisfaction to the man credited with it.—*Ed Howe.*



Tomato field on farm of C. K. Leighton, Utica, Miss.

Where Our Supply of Lumber Is Bought

Mills on Lines South of Memphis Still Patronized, but We Have to Extend Purchases East and West

By W. A. BRADLEY,

Chief Lumber Inspector, McComb, Miss.

JUST a few years ago all of the millions of feet of yellow pine used each year by the Illinois Central System were purchased on our lines south of Memphis. Today we confine our purchases to mills located nearest our lines, but when our requirements are heavy we have to go west of the Mississippi River and as far as Alabama and Georgia on the east.

Some of the largest mills in South Mississippi operating in virgin southern yellow pine are owned by companies composed of men who played a large part in the development of this industry on our immediate lines. Among these are the J. J. White Lumber Company, the Helen White Lumber Company, the Rosa Lumber Company and the C. A. Goodyear Lumber Company.

On the New Orleans Great Northern there is not only the largest saw mill in the world, with a daily capacity of 1,000,000 feet, but one of the most thorough operations. They are utilizing the refuse for making paper and the stumps and roots for manufacturing various chemicals. This mill, known as the Great Southern Lumber Company, is at Bogalusa, La. These people are also doing much in the way of experimenting on the conservation of timber and have attracted the attention of forestry experts in this and other countries through some of the results achieved.



Some typical lumbering track.

At D'Lo, Miss., on the Gulf & Ship Island, is the first electrified saw mill built in the southern pine territory. It is operated by the Finkbine Lumber Company, with a daily capacity of 250,000 feet. This company owns enough timber to last for eight years of steady operations. The Finkbine Lumber Company also operates a mill at Wiggins, Miss., on the G. & S. I. with a daily capacity of 125,000 feet and eight years' cut. The two mills employ about 1,200 workmen.

Modern Mills Use Electricity

The Edward Hines yellow pine trustees erected at Lumberton, Miss., on the G. & S. I. and New Orleans & Northeastern, about two years ago a mill with a daily capacity of 250,000 feet employing 600 men and with timber to last twenty-five years running to capacity. This company has an electric trolley system for handling the lumber from the time it leaves the saw until it is loaded in the car or stacked which has created a great amount of interest among saw-mill owners. Most mills are now using an electric system, instead of the horses used up to just a few years ago.

The Jordan River Lumber Company, Kiln, Miss., in direct connection by a logging road with the N. O. & N. E.,



Track-laying machine used in timber.



Loading derrick has track on tops of cars.

has a daily capacity of 250,000 feet, employs 600 men and has timber holdings sufficient to last twenty-five years. This company is also directly connected with the Mississippi Sound by the Jordan River.

The J. J. White Lumber Company, Columbia, Miss., on the G. & S. I. and N. O. G. N., with a daily capacity of 100,000 feet, and the Helen White Lumber Company, Clyde, Miss., on the Mississippi Central, with a daily capacity of 250,000 feet



A trainload of logs coming out.



Pond at a lumber mill, into which logs are dumped from train.

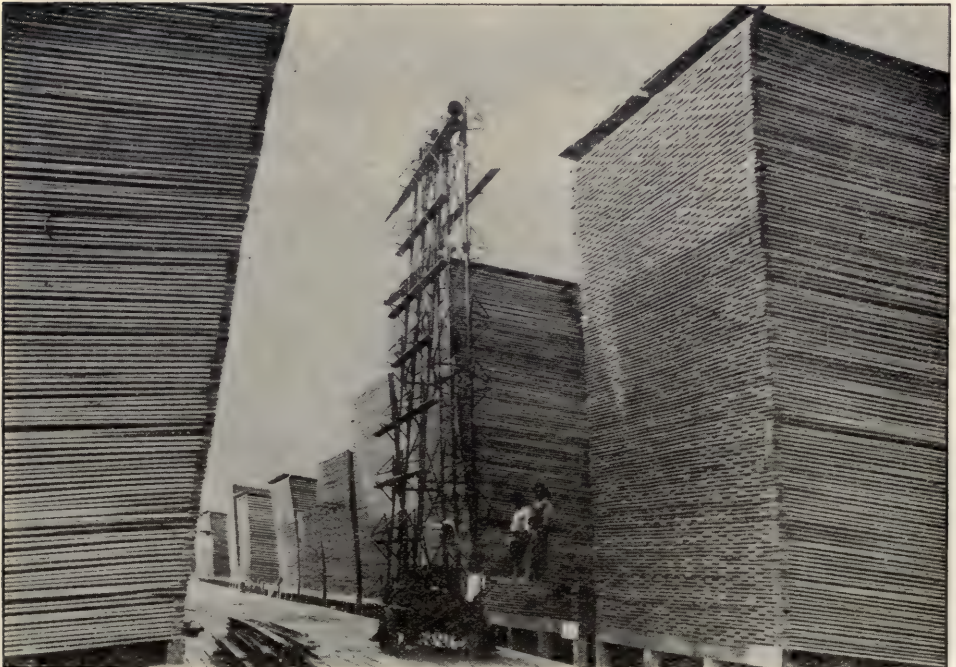


Logs in pond ready to enter mill via chute in foreground.

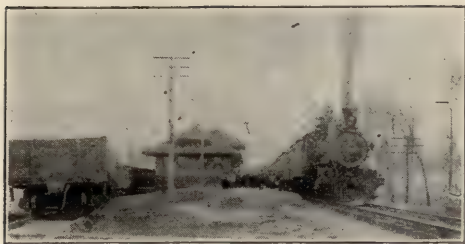
and timber to last seven years, are owned and operated by the heirs of J. J. White, McComb, Miss., pioneer lumberman, and L. B. Sedgwick, secretary and treasurer, who was with Mr. White from 1896 until 1912, when they closed down at McComb on account of lack of available timber.

At Picayune, Miss., on the N. O. & N. E., one of our old connections has two large

saw mills that are among the most modern in the country—the Rosa Lumber Company and the C. A. Goodyear Lumber Company, with a daily capacity of 275,000 feet and employing 1,000 men. The timber owned by these two mills is among the finest tracts left in the South. Several smaller mills are operated by the C. & R. Lumber Company at Blodgett, Miss., on the Gulf, Mobile & Northern.



Stacking lumber by machinery.



Y. & M. V. Station, Stephenson, Miss.

The J. J. Newman Lumber Company, with sales office at Brookhaven, Miss., one of the largest operators in the entire southern pine territory, owns three large mills, at Hattiesburg, Sumrall and Bude, Miss., on the Mississippi Central Railroad. They have timber for regular operation to last twenty years.

Among our oldest connections off our lines is the Eastman-Gardiner Lumber Company, Laurel, Miss. This company has been operating since the early 70's. Laurel is the largest saw mill center in South Mississippi. Four large saw mills are located in this little city—the Eastman-Gardiner Lumber Company, the Wausau Southern Lumber Company, the Gilchrist-Fordney Lumber Company, the Marathon Lumber Company—and several smaller operators.

Another old connection of ours is the Ingram-Day Lumber Company, Lyman, Miss., on the G. & S. I. We have been using lumber shipped by these people in our cars and bridges for many years.

On the Yazoo & Mississippi Valley we have two mills that represent a large acreage in yellow pine—the Foster Creek Lumber & Manufacturing Company, Stephenson, Miss., and the Gloster Lumber Company, Gloster, Miss. The Foster Creek Lumber & Manufacturing Company owns one of the largest tracts of timber in the pine district and a modern plant and equipment. The Gloster Lumber Company has

been with us for years. While it does not represent such a large operation, it is modern in every respect.

E. B. Sauls of Brookhaven, Miss., while he has no large mill, has furnished and shipped a large amount of lumber to and over our lines from his several small mills located on connecting lines.

These firms represent men who had the vision to see and the courage to act years ago, when long leaf yellow pine was not known beyond its own territory. They were men who saw the virtue and beauty in the wood which grew so abundantly and so beautifully in the whole southland, but nowhere so superbly as in South Mississippi and Louisiana.

HE DECIDED TO WAIT

Albert McLaurine, 6-year-old son of Trainmaster E. L. McLaurine of the Louisiana division, had just started to school. He be-



Albert McLaurine.

came interested in a little miss of 5 years and was very attentive on all occasions. At school one day another boy appropriated the young lady's pencil. Albert was indignant, went over to the desk and took the pencil away from him.

After school he was telling his older brother about the schoolmate who infringed on his rights and remarked, "I am going to whip him Friday."

"Why Friday?" asked his brother.

"Well, 'cause the teacher will forget all about it by Monday," was the reply.

WHAT CONSTITUTES SUCCESS

That man is a success who has lived well, laughed often and loved much; who has gained the respect of intelligent men and the love of little children; who has filled his niche and accomplished his task; who has left the world better than he found it, whether by an improved poppy, a perfect poem or a rescued soul; who never lacked appreciation of earth's beauty or failed to express it; who has always looked for the best in others and given the best he had; whose memory is a benediction.—

Robert Louis Stevenson.



Lumberman's home, Stephenson, Miss.

The Milk Goat, a Recruit for the Dairy

Authorities Agree on Healthfulness of the Product; Animal is Particularly Adaptable to Small Farms

By A. W. LARGE,

Agricultural Agent, Rock Island Lines

Reprinted, by permission, from the August issue of the Rock Island Magazine.

FOR centuries the milk goat has been an important and respected factor in the domestic economy of Europe, Northern Africa and Asia, and frequent reference to it is made in the literature of those countries as the "poor man's cow," "the little friend of humanity" and other phrases of similar import. The merits of the milk goat have always been known to a few in America, but it has only been in recent years that it has attracted national attention. Travel is a great educator, and it is due in large part to the observations of travelers of the high esteem in which the milk goat was held abroad that this new industry is becoming firmly planted in the United States.

The early Spanish settlers brought the milk goat with them to Mexico and southern California, then under the sovereignty of Spain, and these multiplied rapidly, but retrograded rather than improved in quality. In 1904-05 there was a considerable importation of Swiss milk goats by F. S. Peer and R. N. Riddle of New Jersey and Doctor Gregg of California. These importations included splendid specimens of Toggenburgs, Saanens and Nubians and opened the eyes of the American people to the very desirable economic possibilities of this new industry.

Interest was growing all the time throughout the country, but immediately one barrier after another arose to prevent the obtaining in any considerable number of blooded and high grade European foundation stock for establishing American herds. There was the foot and mouth disease, the great war, interminable European governmental restrictions, then again the foot and mouth disease. So that ever since there have been almost insuperable difficulties in the way of the importer. Consequently the only way to develop an American milk goat was to grade up by using



Rosemont's Crown Prince, one of the most famous Toggenburg bucks on the Pacific Coast, owned by David Whitcomb of Seattle, Wash.

the imported sires with the native stock, and here the work of the early Spanish importers merged with twentieth century ones because these Spanish or Mexican goats were not only more numerous, but still retained in a more or less dormant fashion many of the qualities of the genuine milk goat. This was one of the chief reasons for the rapid development of the milk goat in Southern California, but there are others advanced by Professor Edwin C. Voorhees of the University of California.

Small Farms Call for Goats

"Fortunately," says Professor Voorhees, on the milk goats in California, "I think we can explain the reasons why the milk goat has had its greatest development in the United States here in Southern California. You will readily realize that the greatest development has occurred in the vicinity of Los Angeles, where we have many small farmers and suburbanites. For example, out of the thirteen thousand farms in Los Angeles County, over seventy-five hundred are less than thirty-seven acres in area. The milk goat fits in in such an environment."

Travel again entered into the development of the milk goat, as among the many wealthy, influential and prominent Americans sojourning intermittently in America's

Riviera were two Rock Island directors, John G. Shedd [also an Illinois Central director] and James A. Patten. They became intensely interested from a humanitarian standpoint, and out of this grew the splendid herd of registered Toggenburg milk goats at the Cook County Farm at Oak Forest, on the Rock Island Lines. This is the largest herd of registered milk goats in the United States outside of the rich suburban districts around New York and the Pacific Coast. To Mr. Patten and his wife, in whom he found a sincere and enthusiastic co-operator, belongs the chief credit for this great philanthropic undertaking, which has not only done so much to popularize the milk goat, but forms the basis of the great scientific work being carried on there that will settle definitely and conclusively establish the reliability of many of the claims made for the milk goat.

The Great Stevens' Sale

Travel again marks the next great milestone in the history of the milk goat in America, when Charles A. Stevens, Chicago's merchant prince, journeyed to California and brought back with him two carloads of the choicest specimens of the Toggenburg breed and sold them at a public auction at his Agawam goat ranch, Lake Delavan, Wis. Mr. Stevens is entitled to high commendation for the very careful and systematic manner in which he organized and carried out this sale so as to interest and educate the public to the value of the milk goat. The total sales amounted to \$24,580; the registered animals averaged



Doe and twin kids.

\$472 each, the grades \$163, with an average price for all animals of \$348 each. The highest price paid was \$1,600 by A. L. Farwell for Rosemont's Polly Alpha No. 7747. Among the many prominent persons present at this sale were Mr. and Mrs. Patten, A. L. and F. C. Farwell, Otto W. Lehmann, A. Watson Armour, William J. Wrigley, General Otto H. Falk, Milwaukee; W. O. Washburn and Howard Kahn, St. Paul; David Whitcomb, Seattle, and many others.

There are three leading breeds in this country, the Toggenburg, the Saanen and the Anglo-Nubian, of which the Toggenburgs are the most numerous. They have an official breed association known as the American Milk Goat Record Association, with Charles A. Stevens, 19 South State street, Chicago, Ill., president, and Will L. TeWalt, Vincennes, Ind., secretary, who in a recent letter states: "We registered almost as many last year (1921) as during the prior ten years combined. The demand is increasing so rapidly that we can hardly meet it. I predict a great future for the industry." About two years ago the Anglo-Nubian breeders organized an association known as the International Nubian Milk Goat Breeders' Association, of which Archie C. Talboy, LaJolla, Cal., is secretary.

What Rock Island Has Done

Through the courtesy of Medill McCormick, United States senator from Illinois, we were enabled to secure 10,000 copies of the United States Department of Agricul-



One of the prize winners.



This shows development of udder.

ture's pamphlet No. 920, entitled "Milk Goats," by Edward L. Shaw, and distributed these widely throughout our local territory. That this was not without great results is conclusively attested by the many milk goat colonies now located along our lines, among which might be mentioned Wichita, Dodge City, Hutchinson, Topeka, Liberal, Fowler, Woodbine, Arkalon, Sabetha, Salina and Manhattan, Kan.; Tucumcari, N. M.; Memphis, Tenn.; Little Rock and Hot Springs, Ark.; Des Moines, Cedar Rapids, Grinnell, Ottumwa, Council Bluffs, Vinton and Clio, Iowa; Omaha, Lincoln, Fairbury, Richfield and Hebron, Neb.; Minneapolis and St. Paul, Minn.; Joliet, Rock Island, Utica, Peoria, and the suburbs of Chicago in Illinois; St. Joseph and Kansas City, Mo.; Ringwood and Oklahoma City, Okla., and Dallas, Texas.

Merits Claimed for Milk Goat

For babies: Dr. Richard M. Smith of Boston, Mass., says, and his statement has the approval of and is circulated by the United States Department of Agriculture: "In general, tuberculosis of bovine origin represents about 25 per cent of all cases of tuberculosis in children under 5 years of age. In certain types of the disease it is very much more, as I shall indicate, but taking the cases by and large about one case in four of every child under 5 years of age who acquires tuberculosis acquires it from cattle. It is estimated that in New York City, for instance, between 6 and 10 per cent of the children who die in the hospitals each year of tuberculosis die of bovine tuberculosis. After the disease goes beyond the primary stage—that is, the

stage in which it is localized in glands and bones—it shows practically no further tendency to localization, as that if we get a type of tuberculosis outside of the glands or outside of the bones it almost invariably is a fatal disease; that is, it takes the form of a meningitis or a general tuberculosis, so-called miliary tuberculosis. Taking a series of cases, sixty-seven that were investigated, 70 per cent were of bovine origin and all the cases under 1 year were of bovine origin."

The Research Laboratory Department of Health, New York City: "In children the bovine type of tubercle bacilli causes a marked percentage of the cases of cervical adonitis leading to operations, temporary disablement, discomfort and disfigurement. It causes a large percentage of the rarer types of alimentary tuberculosis requiring operative interference or causing the death of the child directly or as a contributing cause in other diseases. In young children it becomes a menace to life and causes from 6 1/3 to 10 per cent of the total fatalities from this disease."

Rosenau made an analysis of a very large number of tuberculosis cases reported by medical authorities with the following result:

Sixteen years and over, 686 cases, 9 bovine tuberculosis, 1.3 per cent.

Between 5 and 16 years, 132 cases, 33 bovine tuberculosis, 25 per cent.

Under 5 years, 120 cases, 59 bovine tuberculosis, 49 per cent.

Now, it has always been claimed for the goat that it was immune to tuberculosis and could not transmit its germs through milk to the human being. If this



These goats are valued at \$1,500 each.

condition is established, its importance needs no emphasis in the light of the statements above. All of the authorities that we have been able to consult strongly stress this point and rightly so. However, it appears that the goat is not immune to tuberculosis, but practically so, and there seems to be no record of any case where a goat has transmitted tuberculosis to a human being. Note these great authorities: "Out of over 130,000 goats and kids that have been brought to Paris for slaughter in the shambles of LaVillette every year, the meat inspectors have failed to discover a single case of phthisis."—Professor Nacard.



Goats Healthier Than Cows

"While the statement is not entirely true that goats are absolutely immune from tuberculosis, yet of 1,500 goats publicly slaughtered in one year only 0.6 per cent were affected. This bears no comparison to the prevalence of tuberculosis among cattle. For example, at the slaughter house at Kiel, Germany, in 1896, 41.03 per cent of all slaughtered cattle and 45.82 per cent of all cows were found to be tubercular."—Professor Hoffman.

"In the Kingdom of Saxony in 1894 out of 1,562 goats slaughtered only 10, or 0.84 per cent, were found infected, of which two were destroyed, one was kept under observation and seven were found salable. In Prussia in 1899 in 381 slaughter houses 47,705 goats were killed. Of this number only 148 head, or 0.41 per cent, were infected, either generally or locally. This result must be the most astonishing because the goats with only a few exceptions were kept under conditions eminently favorable to the spread of tuberculosis."—Dettweiler.

One of the most careful and scientific studies of the milk goat that has been made in America was conducted by the New York State Agricultural College, Geneva, N. Y., in co-operation with Doctors Sherman and Lohnes of Buffalo. They say:

"Goats' milk was supplied to eighteen cases of children that were not thriving on any

How goats are milked.

other food that had been tried. In seventeen cases a satisfactory state of nutrition was established through the use of goat's milk, the beneficent results in some instances being very marked. With certain of these children their situation was regarded as serious, and their restoration to a satisfactory nutritional condition was evidence that goat's milk is often a very desirable resort for infant feeding."

"I might go on enumerating various types of cases in which I have had pleasing results, but this is sufficient to show you the important part the goat plays from a social standpoint, not considering the unusual advantage of goat milk as a food and tonic for the weak and debilitated, as those suffering with stomach disorders and tuberculosis, also a paramount food for infants.

"The reason of its particular advantage in infant and invalid feeding is the fact of the oil globules' being one-fifth the size of those in cow's milk, hence easier of digestion. The curds are very small and flocculent, thus more easily attacked by the digestive fluids. It is alkaline in reaction, the same as mother's milk, and in chemical composition the nearest to mother's milk. Furthermore, coming from a healthy animal practically immune from tuberculosis gives it a more stable and uniform consistency. I know of no more appropriate way of expressing my appreciation of the goat than

a photograph which I have taken simulating a statue of a milk goat, entitled 'The Salvation of Our Invalids and Children.'—Dr. Carl G. Wilson, Palo Alto, Cal.

"Goat's milk is nearly always pure white in color. The small size of the fat globules is one of its chief characteristics. The cream rises very slowly and never as thoroughly as in the case of cow's milk."—United States Department of Agriculture.

Little Cream in Goat's Milk

"Do not look for cream on goat's milk. Owing to the smallness of the fat globules it takes from thirty-six to seventy-two hours to rise. The medicinal value lies in this fact, as it is more readily assimilated by the stomach."—M. P. Eggers, President, Northwestern Milk Goat Association.

"The goat's milk produced here is used principally among the children at our tuberculosis hospital and has proved specially beneficial to them. Since using it the children have been singularly free from gastral intestinal trouble so common to them in the summer time."—Henry L. Bailey, Superintendent, Cook County Tuberculosis Hospital.

There is abundant evidence that goat's milk is beneficial and lessens the sufferings of those having advanced cases of tuberculosis and certain forms of cancer. Humanity owes it to those of its members whose sufferings can only be relieved by death to make their lot as comfortable as possible, and it seems without doubt that goat's milk is one of the ways of doing that.

"The goat's milk is used by cancer patients and in advanced cases of tuberculosis among

adults. Medical authorities maintain that the goat's milk is more easily assimilated than cow's milk and usable where the cow's milk is not tolerated by the patients. This is especially true in advanced cases of tuberculosis, and in cancer cases where the system has been undermined by the ravages of the disease."—Henry L. Bailey, Superintendent, Cook County Tuberculosis Hospital.

We should all rejoice and be glad that largely through the warm-heartedness and practical philanthropy of Mr. and Mrs. Patten those who are sick, homeless and friendless in Cook County are being befriended and benefited by the milk goat, the little friend of all the world.

Where to Find Further Information

"Modern Milk Goats." By Irmagarde Richards, Lippincott Company; \$3. Thoroughly modern work by a successful young California woman breeder.

"The Book of the Goat." By H. S. Holmes Pegler; \$3. The Goat World, Los Angeles, Cal. This is the standard work on the milk goat and is by an English author.

"Goat's Milk for Infant Feeding." Free. New York State Agricultural College, Geneva, N. Y.

"Milk Goats," Farmers' Bulletin 920. By Edward L. Shaw. Free. United States Department of Agriculture, Washington, D. C.

"Angora Goat Raising and Milk Goats." By George Fayette Thompson. \$1. The American Sheep Breeder Company, U. S. Yards, Chicago, Ill.

The Goat World, 145 South Broadway, Los Angeles, Cal. \$1 per year.

This article was written—

- (1) For the good of humanity.
- (2) To encourage thrift.
- (3) To assist in establishing a new industry.

LOOKING FOR A BOOK

Albert N. Harbert of Iowa City, Iowa, is anxious to purchase a book that gives the origin of the names of the stations along the lines of the Illinois Central, with a historical sketch of each. William K. Ackerman was the author of the book he has in mind, which was published in Chicago in 1883. If any employe has such a copy, Mr. Harbert would like to communicate with him.



A pedigree Angora.

What Churches Can Learn From the War

British Prime Minister, Eight Years After Inception, Sees Danger Unless Hearts Are Changed

A little more than eight years ago the war began. Upon the anniversary of its beginning, late in July this year, David Lloyd George, the British prime minister, addressed the following sentiments to a meeting of the Non-Conformist clergy in England:

I SPEAK as one who has had something to do with war and had to make a close study of it. During the war the cry was "Never again!" There is a growing assumption that a conflict is coming again sooner or later. That is the business of the churches.

What do I mean by that? Nations are building up armaments—I will not say nations that did not exist, but nations that have been submerged, buried—are building up new armaments. You have national animosities, national fears, suspicions, dislikes, ambitions, and exagerrated.

You have more than that. Keep your eye on what is happening. They are constructing more terrible machines than even the late war ever saw. What for? Not for peace. What are they for? They are not even to disperse armies. They are to attack cities unarmed, where you have defenseless populations, to kill, to maim, to poison, to mutilate, to burn helpless women and children.

If the churches of Christ throughout Europe and America allow that to fructify they had better close their doors. The next war, if it ever comes, will be a war on civilization itself.

We have reduced our armaments, army, navy and air. In that respect our example is one. We have reduced them beyond what they were before the war, and if all the nations on earth did the same there would be no peril to peace. But it is difficult for one nation to remain defenseless when others construct machinery which may be used for its destruction.

Everything depends on the temper, the spirit which is created throughout the world, and it would be a sad thing, a sad danger, to the people if the world came to the conclusion that Christianity, despite all its principles, in spite



David Lloyd George.

of all its ideals, was perfectly impotent to prevent mischief of that kind.

(Mr. Lloyd George then dwelt on the difficulty of speaking frankly on foreign relations.)

It is difficult, very difficult. You speak with a restraint and often a suppression which you certainly would not exercise in matters affecting the political issues of your own country. Public opinion there is not amenable to public opinion here. The result is that conflict comes very suddenly.

How many men were there in July eight

years ago this week who thought that the most terrible war in the world was just about to start? How many men who were supposed to be in the know thought so? Just read the books that have been written even in Germany on that subject. Men supremely responsible thought a day or two before war was declared that the whole trouble was over. It comes with a suddenness which is appalling, perfectly appalling.

Well, it is too late then to work any elaborate machine. The war germ is just like any other germ. You really do not know that it has got you until you are stricken down. It is of no use arguing with an epileptic when the fit is on him.

It is fear that is the most dangerous of all. There is distrust. There is one nation that will not believe anything that is said by another nation. They say: "What are they up to? There is some deception behind it." They may be telling the truth, at least most of the truth. They might even tell the whole truth, and the more they tell the less it is believed. There is that atmosphere in the world, and it is all explosive material littered all over Europe. When the match has been dropped into the explosives it is no good brandishing the Covenant of the League of Nations in the face of the explosion.

(Mr. Lloyd George then pointed out that already a new generation was arising that knew not the hideousness and remorselessness of war.)

These horrors are always forgotten. I had to read up for the purpose of some debate or other the other day the history of the post-war period of 1815-1816-1817-1818-1819-1820-1821, when there were millions starving to death after Waterloo. You see, pictures of it, gorgeous pictures of it, thrilling pictures, ennobling pictures of it, pictures that make you feel as if you could grasp the sword and dash along with those horsemen.

What followed Waterloo? Nobody reads about it, nobody knows and they forget. The disorganization of trade and of industry, the difficulty of getting your daily bread, hundreds and thousands tramping the streets to find some opportunity of earning a living for themselves and for their children, and tramping in the vain despair that filled the land, high taxation, high prices—all that will have gone, but

the glory of war will always be blazoned forth. That is the generation that will be judging the issue when the time comes. They will forget what happened in Europe.

And Russia. No way out of the pit, and sinking deeper into it with every convulsive effort. Germany clinging desperately to the rotten branch of debased currency, and when that gives way, God help Germany. That is forgotten.

It is the business of the Church of Christ to keep that before the eyes of the people.

What was one of the great lessons of the war? I will tell you one. There was a nation with the most perfect army in the world. It was beaten because it had a bad cause. There were nations with illy equipped armies. They won. Why? They had righteousness on their side.

I remember Marshal Foch telling me that the German army that marched into France was the most perfect military machine that ever had been put together. Scattered, destroyed. It is only now just a bare police force, barely adequate to keep order in its own land without being a menace to any other country. Why? The consciousness of the world destroyed it because it fought for an unrighteous cause. That is one of the lessons of the war: Trust not in force.

I am glad that at the head of the greatest church in Christendom at the present moment is a man who is a profound believer in peace. He exercises a great sway on the consciences of millions in many lands in the cause of peace, and I rejoice in that fact.

I have had some experience of the war. It was not my will. I was just like millions of others, caught by the cogwheels of war and drawn into its horrible machinery. How I got there, why I got there, is not for me to say. I simply did my duty. But what I saw of it for years filled me with horror.

There is no more horrible alternative than between devious machinery of slaughter and abandoning on the other hand the cause of right, liberty and humanity, but what I saw of it day by day makes me vow that I will consecrate what is left of my energies to make it impossible that humanity shall in future have to pass through the fire, the torment, the sacrilege, the horror and the squalor of war.

Editorial

GOOD SALESMANSHIP

Two factors are of first importance in successful salesmanship—courtesy and a thorough knowledge of the product. We enjoy making a purchase from a salesman who knows thoroughly the product he is selling, and who tells us by his manner that he is truly pleased to be of service to us.

It is well said that a satisfied customer is the best advertisement. Since successful salesmen make satisfied customers, salesmanship is an important adjunct of advertising. Poor salesmanship can nullify the good results obtained by the expenditure of large amounts for advertising purposes; good salesmanship can enhance the results of meager advertising.

We are all salesmen of the railroad for which we are working. We may not be engaged directly in the business of going out after customers and bringing them in; we may not be behind the ticket window or in the cashier's cage; but we are salesmen. We are meeting people every day who form their opinions of the railroad by their opinions of us. If we sell our personalities to them, we sell the railroad to them. They will patronize the railroad which has an army of men and women working for it who know their jobs thoroughly, who know the railroad and the service it is giving, and who are pleased to be of service to the railroad's customers.

We can well afford to pay a great deal of attention to the two factors which make for successful salesmanship. It does not matter which comes first, for both are of great importance. We should not be satisfied with either one of the two talents, but should strive both to know thoroughly the railroad and its service and to show our eagerness to be of service to our patrons.

ARBITRATION

An experiment which will be made in New York City this fall with a tribunal of justice for the speedy and inexpensive determination of controversies and differences by arbitration will be watched with interest by thinking people throughout the country. The project

is sponsored by the Arbitration Society of America, an organization started in May of this year which includes on its board of governors the deans of the law schools of Columbia and New York universities and a number of business and professional men of international reputation. Its aim is to reduce the volume of litigation, to relieve court congestions, and to insure a speedy administration of justice with the expenditure of a minimum of time, money and worry.

Disputants applying to the proposed tribunal will only agree to a settlement of their controversy by one or more arbitrators selected by themselves or by the society if they so request. All arrangements will be made for them. Hearings involving confidential matters will be treated confidentially, with no publicity except the formal entering of the arbitrator's award upon the records of the court, and even that will not be done in cases where the disputants acquiesce in the award, which the society will encourage them to do.

No technicalities whatever will be followed in the proposed tribunal of justice, and the procedure will be simple and direct. There will be no rules governing the relevancy or competency of testimony, but the arbitrator will use his own sense of common justice to determine what bears upon the question in dispute. Lawyers will be admitted, of course, but there will be no legal requirements whatever.

There will be a small charge to disputants who bring their cases before the tribunal, but the cost, it is declared in the pamphlet we have received from the society, will be trivial in comparison with the cost of litigation. None of the members or representatives of the society can profit through the tribunal, but money received will be applied to the upkeep of the tribunal and to the extension of the work throughout the country—for if it proves successful in New York City the society will undertake to establish similar tribunals in other large cities.

Some excerpts from the society's pamphlet will be of interest:

A complete list of available arbitrators, willing to serve without compensation, will be

made public by the society at any early date. No difficulty is being experienced in recruiting representative members of all the professions and trades for this important public service. It is the almost universal feeling among men of affairs that no other function in life holds more of usefulness, dignity and honor than that of acting as an impartial judge between men in their honest differences.

This tribunal will simply be so much machinery for the effective operation of the Arbitration Law of this state, as amended in 1920.

This law gives legal and binding effectiveness to the settlement by arbitration of nearly all disputes and controversies upon which an action could be brought in a court of law. In all essential respects this law endows an arbitrator with the power of a judge to subpoena witnesses, to compel the production of essential documents and books, and to exert the authority with which a judge is vested in the conduct of a case at law. The law provides further that the award of an arbitrator is confirmed by the court, and is then enforceable precisely as if it were—and, indeed, as it then becomes—a judgment of that court.

There is one other important provision in that law which adds stability to the whole. It is that an agreement to arbitrate is irrevocable. This means that where two men agree to arbitrate a difference neither of them can withdraw from the arrangement.

Men of intelligence in every walk of life are beginning to realize the folly of long, wearisome and expensive litigation over ordinary differences arising between them, and there is sound basis for the belief that a very large number of controversies now carried to the courts will be settled by arbitration—speedily, inexpensively and fairly—in the tribunal.

The tribunal will be open to all classes or controversies, except criminal and divorce cases.

We cannot refrain from commending the public spirit which prompts the founders of this worthy movement. It is a worth while effort to humanize the settlement of the differences which arise in the association of men. We shall await with some eagerness the news of the experiment's progress.

Those who may be interested in this movement may obtain any information they desire concerning it by writing to the Arbitration Society of America, 115 Broadway, New York. J. W. Slaght is the executive secretary.

FOR SERVICE, NOT FOR GAIN

Railway officials have frequently been maligned by those who seek to stir up discontent by pointing out the "princely" salaries drawn by those who direct the destinies of our railroads. The impression is given that high railway officials pay more attention to gaining riches than to rendering service; even the employes of any one railroad, who know better

regarding their own officials, may be inclined to believe that such a condition exists on other lines.

As a matter of fact, the largest railway salaries compare unfavorably with the largest salaries in other fields of endeavor, where the responsibility involved is not comparable to that of any busy railway executive. And, what is more, the men drawing the biggest money in railroading in most cases are the men who have done and are doing the hardest work. The great majority of railway officials are in the work for the service they can render, and only a few worry about the amount of money they get.

In this connection it is refreshing to note the following appreciation of the unselfish service of our own vice-president, A. S. Baldwin, whose death was recorded in the August issue of this magazine. The letter was written by Robert L. Busch of Chicago, and appeared in the *Chicago Tribune* of July 30:

"Is not the announcement that Mr. A. S. Baldwin, eminent engineer and railway official, left an estate of only \$32,000 of more than passing interest?

"It gives us an insight into the lives of the men who conduct the country's great industries, showing that they are not engaged in building personal fortunes, but are spending their energies and dedicating their talents to a faithful performance of the trust committed to them.

"The salaries of such men, when the heavy calls that are made on them and the style of life they must maintain are considered, is barely more than enough to meet the current expenses of every day life.

"That they have opportunities frequently to make fortunes through the advance information they receive in the closing of large contracts and refuse to cloud their integrity by taking advantage of the opportunities gives us a finer opinion of human nature generally and is an inspiration to all who toil and struggle."

THIS DAY

Finish every day and be done with it. You have done what you could. Some blunders and absurdities, no doubt, crept in; forget them as soon as you can. Tomorrow is a new day; begin it well and serenely and with too high a spirit to be cumbered with your old nonsense. This day is all that is good and fair. It is too dear, with its hopes and invitations, to waste a moment on the yesterdays.—Emerson.

PUBLIC OPINION

What the



World Thinks

WHAT REVOLUTION CAN DO

Two sentences in a survey of Russian conditions by *The Tribune* correspondent at Riga tell volumes. A census made last winter gives the population of Petrograd at 770,000. In 1917 it was 2,420,000.

Four years of bolshevism have done that for one of the world's great cities.

How would we like a taste of communism? Chicago, according to the census of 1920, numbered 2,701,705. By taking a good dose of "social revolution" we probably could reduce it in four years to 800,000. That is, if we did as well as the Russian Reds, we could put ourselves back by 1926 to the Chicago of 1886, or retreat forty years in four years.

But this shrinking of a great city, like some wretched being wasted with deadly fever, is only a hint of what a Red revolution would do for us. Imagine our food and fuel reserves gone for lack of working and of planting, followed by a great drought. Imagine Red bands combing the farms for hidden stores. Imagine the railroads gone and the factories shut and no money and no credit. Imagine a million Illinoisians starving. Think of cannibalism in the remote counties and epidemics and little children with emaciated, distended bodies, motherless and homeless, living in burrows like wild animals, and dying in the streets.

It is impossible for us to take such a picture of Illinois seriously. But revolution could make it a tragic reality. Russia is a country as rich in resources as Illinois. It had in fact less to lose by revolutionary destruction than we have. Much of Russia was comparatively primitive, whereas the people of Illinois largely rely upon a highly organized system of production, transportation, and exchange. A larger proportion of our people are in cities and towns and are dependent upon the machinery of surplus production, of transportation, and of finance and credit which the communists propose to destroy. Their fate would be ghastly. But the farmer and his family would fare little better. He might not

starve, though in Russia millions of peasants are starving. But he would exist on the border of famine, and one crop failure would leave him facing starvation like the people of the towns.

Russia seems far away. We think its fate could not befall us. It is not likely to, but it is worth while translating the language of our radicals into concrete consequences. What radicalism has done to the Russian people, it could do to the people even of this fat and sunny land of Illinois.—Chicago (Ill.) *Tribune*, August 11.

CO-OPERATION

Few words have been more used or abused than the one which forms the caption of this article, yet what better term can we apply in suggesting that harmony of thought and endeavor which should always govern the actions and efforts of railway employees.

By reason of the peculiarities of railway operation, the work of one man in service connects with the work of another. Everything lends itself to the movement of trains—all efforts are subordinated or made necessary because of this fact and the line of communication must be unbroken if train operation be maintained successfully.

Just where the effort starts is immaterial. A bolt for a spring hanger, draw bar or track joint is as much a fundamental as the proper alignment of an oil nozzle, or the adjustment of a reverse lever quadrant; the elevation of a curve facilitates traffic possibly to the same extent as the synchronizing of the steam valves on all engines; the proper calipering of a piston rod is no more potent than the correct description of a freight car by a yard clerk. Nor is the factor of safety in a trestle any more important than the integrity of a switch point, or the position of a derail, when life and limb is considered. The lug screw on a grab iron, dope in a journal box, a back-up signal, all equal in their potential possibilities the functioning of the dispatcher or a false clear signal of the automatic block.

Thus we are forced to the additional contemplation of "co-operation," and this again sug-

gests the human element which, in the ultimate analysis, is the governing element in practically all things earthly. Where co-operation obtains, there shall we discover efficiency really efficient. Where it is absent, there will we find demoralization.

In no industry is a community of interest and effort more strongly indicated or necessary than in this railway service of ours, and from call boy to superintendent; shop apprentice to the chief of motive power; section foreman to chief engineer; agent to traffic manager, the burden of service is the responsibility of all, for even as a stiff triple will mar the brake service of the Limited and provide food for criticism, so will a grouchy answer over the telephone divert business to a competitor.—*Southern Pacific Bulletin, Texas and Louisiana, August, 1922.*

COMMUNICATIONS

This magazine is not responsible for opinions printed under this heading. Initials or pen names will be permitted only when correct name and address of the writer are known to the editor.

A. C. Snow—A Tribute

TO THE EDITOR: The August number of the magazine contained a timely and sympathetic notice of the death of Arthur C. Snow, for many years contract attorney of the Illinois Central, reporting to the operating vice-president.

Mr. Snow's duties brought him into constant and intimate contact with the members of the law department, by whom his work was regularly reviewed. Indeed, so closely was he associated with this department that every member rests under a sense of great personal loss.

The clergyman who officiated at his funeral service, Doctor Ames, aptly referred to one of Mr. Snow's outstanding qualities—his unusual ability to meet all classes and conditions of men upon a plane of perfect ease and naturalness. This useful trait was the outgrowth of his rare simplicity of life and character. He was never self-conscious, because he was never thinking about himself. He was concerned only with the task before him—with his obligation to get it done thoroughly, carefully and properly. He had no desire to exploit himself in anything. He welcomed suggestions from whatever source. He han-

dled intricate and important matters quietly and efficiently, because he had the gift of resolving any problem into its elements and stating his conclusions in simple terms. He had the quiet dignity of the true gentleman—that dignity that grows out of kindness, purity of thought and language, and the absence of all disingenuousness. He was not a sensitive man in the sense that he was always looking for opportunities to take offense—a form of sensitiveness that is, in reality, based on selfishness and ignorance. He had the saving grace of a sense of humor, not of the kind to make his manner boisterous, but such as lurks in the deep recesses of the mind and heart, ready always to bubble up whenever things do not appear in true proportion. His contact with his fellows showed no trace of envy—that most despicable of traits. The writer cannot recall, in many years of close association, one single unkind word that he ever spoke of anyone. He seemed incapable of harboring an evil or malicious thought.

A patient, serene, gentle, beauty loving, transparent, unselfish soul has passed into the land of true perspective where the standards of judgment are infallible.—R. V. F.

For More Mechanical Reading

TO THE EDITOR: As I have been a close reader of the *Illinois Central Magazine* ever since it has been published, I wish to call your attention to the fact that very little is said about the locomotive department or about the improvement on the locomotive of the present day. That would be of interest to the shop men, especially to the young men and apprentices. I think a good thing would be a page or two devoted to mathematics—commencing with seventh or eighth grade work, answers to be sent to you for correction—also a page devoted to mechanical drawing, and then the readers could give their ideas for making useful tools that will help production and efficiency.

Education is the greatest factor for a mechanic to insure advancement and promotion in mechanical work of all kinds. Instead of fiction, publish something about great inventions and inventors, such men as Edison, for example. Take up first George Stephenson, who built the famous Rocket. Get his history by Samuel Smiles

and "Self Helps" by the same author, two of the best books ever put in the hands of young men or boys. These books will tell the young generation what loyalty, perseverance and efficiency will do for them in their lives.

I would like to see the boys in the shop not figure so much on the wages, but what will fit them for a better position in life by loyalty, efficiency and education. It is always the best educated who get to the front. I would like to see every boy and every man, young or old, devote at least three nights a week to study, not only in mathematics, but in reading mechanical books on the manufacture of iron and steel and metals and educating themselves on technical points.

And in conclusion, I would say to all Illinois Central employees: Study, work hard and you will be the victor. As some of your contributors are quoting Scripture, I will do the same. Read Proverbs XXII, verse 29: "Seest thou a man diligent in his business? He shall stand before kings; he shall not stand before mean men." That is, he shall stand before men of high degree.—S. DAVIES, *Pensioned Foreman, Burnside Shops, now living at Peotone, Ill.*

The Passing of A. S. Baldwin

TO THE EDITOR: Only a few days ago, in a place of subdued light and quiet—so near and yet so unlike the stretch of never idle tracks with which, for months, his valued thought had been so closely interwoven—the friends, the associates, the admirers of A. S. Baldwin, vice-president of the Illinois Central, deeply moved, were congregated at a simple service to his memory.

The purpose of the occasion was well established, the object of their meeting plain—A. S. Baldwin was dead—his frail housing even then, as it were, remaining in their presence before retiring to its final resting place, only to make easier the realization of the truth, so difficult to grasp, that this man would no longer visit their counsels.

That was an hour clothed with a deep significance for those present or not present, inviting therefore more than passing notice. Departing suddenly, most unexpectedly, in the midst of his prime—even, indeed, when the stage was completely set and the curtain actually rising upon the crowning feature of his

career—well did many of that distinguished assemblage, of whom numbers bore the marks of years, perceive how uncertain were their own lives, how close, perhaps, the moment when they too would pass their earthly offices down to others and, themselves, join "the innumerable caravan, that moves to that mysterious realm, where each shall take his chamber in the silent halls of death."

But of more significance than this, if not more impressive, and especially significant during strenuous days like these—when the tendency is again toward turmoil in railway operation, when patience and tempers of men are stretched to the breaking point, when bitterness is rampant and distrust not easy to dispel—that hour, that service, that life bear further testimony to uphold the truth, so well established and yet so often disregarded (and whose existence suggests a rule of conduct, so salutary and yet so often unapplied), first, that in railway service one can attain position and still remain man; second, that in railway service, notwithstanding doubts and opinions to the contrary of those subjects of unfair treatment who harbor deep-rooted grievances hard to reconcile, there are many of position who *are* men; third, that manhood is no bar to achievement; and finally that, in the ultimate analysis, the basis for that respect from others which all men cherish from each is man, not title.

Here was a man who had attained a commanding height in his profession, upon whom distinction had been bestowed on several occasions and, withal, one whose simplicity bore a striking contrast to the austerity, the impetuosity, characterizing some whose sincerity and generosity reflect the baseness of the insincerity and conceit of others and whose modesty might well be held up as an example for all.

Thus, greatly admired and widely respected among men who knew him, A. S. Baldwin, in his life and the circumstances surrounding his death, while apprising men of their insufficiency to live and rule unrestricted by time, afforded a cause for renewed faith on the part of those inclined to harbor doubt and a source of encouragement to those seeking or enjoying position to be none the less men in doing so.

In view of this, then, is not the keynote of that service and the message of that life the exhortation to railway men constantly to conduct themselves *as* men, regardless of the position of leadership it may be theirs to attain?—DAVID A. STEEL, *Associate Editor, The Railway Age.*

Maintenance
of Way
Department
Material Means Money
Save It

Fire Hose

**Fire hose has but one purpose:
fighting fire.—Poor Richard III.**

More than seven miles of fire hose were purchased by the Illinois Central System during 1920 and 1921, at a cost of \$26,143.50. This represents an annual expenditure of more than \$13,000. It means that we use more than fifty feet of fire hose daily, at an expense of \$36, or \$1.50 an hour.

Fire hose is short lived at its best. It is usually guaranteed for a period of only three to five years, but experience has shown that a good cotton, rubber-lined fire hose properly cared for will frequently last from ten to fifteen years.

Fire hose is one of the most important of fire-extinguishing agents, and safety, as well as economy, demands that it be properly cared for at all times. Unlined linen hose, used for inside fire protection, must be kept dry, as it is injured every time it becomes wet. Cotton, rubber-lined fire hose should have water run through it at least four times a year. To keep the rubber in good condition and to assure the maximum life of the hose, the hose should be drained and the cotton fabric allowed to dry thoroughly after it has been used. If it is put on a reel and allowed to remain wet after use, hose is liable to become quickly damaged. If the hose is dirty, it should be brushed off with a broom after drying. Fire hose should not be used for general service or any purpose other than fighting fire, except in extreme emergency, and under no circumstances must hot water be allowed to run through it. If it is absolutely necessary to use the fire hose,

it should be thoroughly drained and dried immediately after use.

Fire hose is frequently renewed on account of small leaks due to damage from use other than fire service, and cases may be cited where the life of fire hose was reduced more than 50 per cent through damage from continued use for washing down freight house platforms and other service for which the hose was not intended. This practice not only damages the hose itself but frequently results in damaging couplings and threads, with a liability of there being delays in making connection in case of actual fire. Careless use of fire hose and other abuses that result in damage to the hose not only represent a needless waste of the hose itself but may cause a far greater loss from fire when the hose is needed.

Watch the Deadline!

Material for the magazine is still being sent in after the 15th of the month, in spite of warnings to the effect that the 15th is the deadline for magazine material. Obviously, material arriving so late will have to hold over a month, maybe longer.





Why Is a Standard Color?

THE *Journal* would be pleased to have a photograph of the individual responsible for the color scheme of the Illinois Central. Did he arrive at such a decision because it was pleasing to his eye? Well, then he was color blind. Was it because it was cheap? Well, it looks it, anyway. Because it is durable? We have no means of knowing. Because no other road on this terrestrial globe would pick it? We guess that is the why. Strikingly individual, beyond a doubt. We could stand for a box car in that dress, but a station or a home decorated in the Illinois Central standard color is a horrible nightmare. Would not the Panama Limited be a dream sailing through the Mississippi Valley decked out from pilot to tail lights in the standard color? Or the new \$50,000,000 station more than a companion to the Field Museum in a yellor and dirty faded red? The trainmen who serve the road and its patrons so splendidly, why not have their uniforms in standard color? Hat, whiskers, and shirt, yellow; trousers, collar, cuffs, hose and shoes, faded red? Just a suggestion.

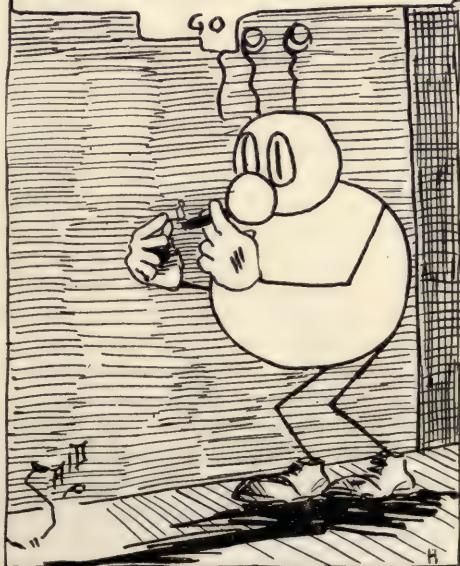
Mr. Umshler's big Marmon, or whatever it is, should be standard in color, and then we would know it before he slows down when on a visit to our metropolis. Mr. Brumley would aid us in finding his habitat in that constantly growing community of Flossmoor did he adopt the standard color. Mr. Clift could be discovered at Olympia Fields more readily did he not deviate from the standard color in his habiliments. Mr. Thompson and his right bower, Gillam, when taking a peep at how the dirt is flying out here, would not slip through our local news so easily did they wear standard colors. We know John Doheney's walk a mile or more, and he could not help us out much. Judge Drennan, in action, needs no assistance, of course, in getting one's lamps trained on

him. Mr. Tarbet's office would aid us very much by notifying us from afar, allowing us time to screw up our courage and prices on land he might want. Not fair to get a man off his guard when asking him for a price on land. We have two prices on land in Matteson: One, Christian dealing with another; few exhibitions along this line, however. Another, price to the Illinois Central.

Mr. Hanley would be unable to get by and set another pump house on the bias if we saw him coming. The sandbag artists at Springfield would be able to keep a weather eye on Mr. Pelley. The fellow who stumps his toe a mile from the Illinois Central right-of-way would be further aided in finding Mr. Hull did he wear the standard colors. The lame, the sick, the halt and the blind would be assured more readily they were in the presence of Doctor Dowdall. It would enable the tough guys to keep out of sight of Mr. Keliher. 'Scotty, wearing the regulation, would have us know we had arrived at the point where the Central Station should be and it was time to get off, the end of the line. Mr. Lanigan should make our commutation tickets between the metropolis and down town of standard color and standard

INKID SAYS—

MATRIMONY IS LIKE A
LIVE WIRE - EASY TO
GRAB BUT HARD TO LET



price. And he will. A dress suit at Olympia Saturday nights would be more becoming, however, than the standard color on Mr. Lanigan. All Illinois Central stenographers in standard colors—heaven and earth, defend us! Mr. Markham in his office—well, really, that would be carrying the color scheme entirely too far, and we would not suggest it for the president of a great railway corporation like the Illinois Central. This color scheme or standard color has two sides to it, perhaps. And perhaps not. Some day when we are feeling well we may have a word to say in the way of constructive criticism on this standard color question.—Matteson (Ill.) *Journal*, July 20.

Our Embarrassing Station Names

Towns along the Illinois Central, west of Freeport, are of the feminine gender, to wit: Lena, Nora, Elizabeth, etc. This explains the trouble a traveling man got into recently, as told by the editor of the *Hanover Journal*: "A traveling man who makes this town from Chicago said a few days since that a few days ago, while coming west from Freeport on the Illinois Central, he went to sleep. In telling his wife about the circumstances he said that he fell asleep after leaving Freeport, and when he awoke he found himself between Lena and Nora. He had to get an atlas and point out the geographical location of these two towns before he could convince her that everything was all right."—Forreston (Ill.) *Journal*, August 9.

Some Mighty Cu-rus Feelin's!

When a boy, in the early '60s, I was at a trial, in the old courthouse, of a fellow who was charged with sheep stealing. A neighborhood whose people had undergone many deprivations, having lost corn, poultry, now and then a hog or sheep, had trailed the defendant, and was active in his prosecution. Old George McC—, who was of a somewhat irate nature, was the defending counsel. An old resident, Uncle Tommy E—, was a witness, but not anxious to say too much.

Old Mac asked him, on cross-examination, about what he knew of the case.

Uncle Tommy said, "Don't ax me, Mac, fer I've got some mighty cu-rus feelin's."

Old Mac kept pressing his question, and Uncle Tommy repeated his answer three or four times.

Finally old Mac roared: "I don't care about

your feelings. I want you to say what you think in plain words, or say you don't know anything about the case or against the defendant."

"Well, if nothin' else'll do you, Mac, I don't know much about this case, but I've knowed this man [the defendant] some time in our part of the kentry, an' I never seed him at work, and somebody's been takin' things without leave, an' I wouldn't put it a durned bit a-past that chap [pointing toward the defendant] to take a sheep or enny-thin' else he cud git holt of if nobody wuz a' watchin' 'im. I told ye, Mac, to not ax me, fer I had sum mighty cu-rus feelin's!"

The culprit was convicted.—F. TOSSEY, *Local Attorney, Toledo, Ill.*

Not Wholly Degenerate

Count Armand Du Bucamp, the Belgian publicist, said the other day in an interview:

"When I hear of any good thing coming out of Germany I wink my eye and think of the story about the lawyer.

"'Gents,' a fat man said in a hotel smoking-room, 'I hate to hear you lambasting lawyers the way you've been doing. A lawyer last year made me a present of \$150.'

"'Yes he did!'

"'Come off!'

"'What are you giving us?'

"But these gibes and jeers didn't move the fat man.

"'It's the solemn truth, gents,' he said. 'You see, I was injured in a railway accident last year, and this lawyer sued the railway company and got \$5,150, but he didn't say a word about the \$150 balance. He made me a present of it.'"—*Exchange*.

The Beach and the Beach Nuts

There is surely a strain of the primitive in each of us. Witness, the beach, and the attendant annoyances, the beach nuts—a varied species indeed. Whether it is a reversion to type or something else, it is undeniably a strong impulse that moves the scrawny, impoverished-looking individual with door-knob-like knees and a 2-by-4 chest to strut about and give the ladies a thrill by an opportunity to behold his manly form and his evident display of "force restrained."

Then there is the fat man, who, ordinarily, is the butt of many jokes directed at his obesity. He, too, must parade and



skirt and stockings, and virtuously wraps herself in a long bathing cape, lest the horrid men see her—ahem—"limbs."

A thrill indeed is afforded when the up-to-the-minute flap-ette races across the sand, her bobbed locks parked in a flaming cap, and her slim body adorned with the skimpiest of bathing suits. She is an economist and believes in saving material—every scrap counts. Shades of our Colonial grandmothers! How she would have been tanned (and not by the sun) for such indecent dress. She swims like a fish until some handsome athlete appears—then she cannot even wiggle and has to be held up and taught each stroke. The envy of her less slender sisters is she. Such epithets as "bold stump" and "hussy" are flung in her direction, but she only tosses her bewitching head and cries "Meouw!" at her enemies.

The fat man's sister, the fat girl, is a heavy subject for discussion. Her entry into the

show these people that there is something to the man of proportions, strength, endurance, vigor, etc. He looks with disdain at his Lilliputian brother with the door-knob knees, and receives in turn an overt glance of appraisal, culminating in a derisive smile. The fat man's day is utterly ruined, and he feels too bulky for his own good. The dapper door-knobs continue to lift 'em up and put 'em down. Hail the conqueror!

Ah! The athlete—there is a man's man. He comes with lithe strides—an inspiring figure, the sun playing upon his bronze skin and herculean shoulders. Music to his ears is the feminine gasp of admiration which greets his approach. It matters not that he is a giant from his feet to his collar bone and a baby doll from his neck to the top of his perfect Greek head. Brain and brawn seldom ride in the same carriage, and why sigh for brains when one's physique is a song without words?

There's the angular maiden who looks askance at bare legs. She wears the passé

lake produces a tidal wave on a small scale. She is proud of her dimpled knees, and, like the fat man, boasts that fat people are always good-natured. She is generally alluded to by her more fortunate (physically) sisters as "porpoise."

One might go on *ad infinitum*. The beach is like unto a circus. There's the fat lady, the chimpanzee, the gorilla, the woman with the pipe-stem lower appendages, the girl whose bathing costume could be used as a postage stamp, and a great company of clowns—to say nothing of the merry picknickers who throw bottles and cans on the sand, with gay abandon, for some unsuspecting victim to walk or sit upon.

A practical hint, dear readers: Before repairing to the beach, consult the friend who never lies—your mirror—find your proper classification, then in a carefree frame of mind proceed to the beach, check your conventions, and have a good laugh at the expense of your fellows. The beach is the limit! Ask the waves.



Favors Unit System of Storing Material

By J. R. STOKES,

Stock-Keeper, Memphis, Tenn.

THE unit system is not a new one, although there has been little written about it. It has been placed in practice at the Memphis storehouse for storing engine castings. The photographs give a general idea of the raised unit platform constructed upon a plank foundation or platform. The wooden platform was originally constructed for storing engine material, but is not recommended, as a cinder foundation, using a mixture of borings and salt in the aisles, will form a composition hard and durable that will outlast timber and provide a smooth surface. It is also inexpensive. In the event cinders are used as a foundation, it is suggested that the lumber

for construction of the units should be treated in order to prevent decay from moisture.

The unit platforms shown are slightly more than four inches in height, which was found to be practical after careful study of loading and unloading heavy materials. The truck, when lowered, will allow the item to rest on the unit platform in such a position as to make the handling or placing a simple matter. The width of the unit is fifty-four inches, which is sufficient to allow storage of a double row of the heavier items on each without loss of space, as will be noted from the views. The length of the unit depends upon the dimensions of the foundation for which it is intended. The trucking aisles between units is three feet, which is practical and conforms



Casting platform prior to unifying.

with store department standards. The main aisles are 5 feet 6 inches wide to allow space for vehicles, especially in the event of store delivery.

After taking into consideration the cost of lumber, durability, etc., it was found that crossing plank 4 by 10 by 16 of common rough yellow pine would construct the best, yet cheapest, unit. This was due to the fact that it would merely require the board to be squared, whereas, if lumber of lighter construction was used, the additional labor cost would more than offset the price of the material involved. The 4-by-10 rough is slightly more than ten inches in width. If a small space between planks is allowed for drainage, deterioration is prevented, and five boards will make the unit fifty-four inches wide. The five planks are tied together by a 2-by-4 nailed securely to each end and flush with the top. The 2-by-4 dressed is slightly less than four inches wide. Since the 4-by-10 is a little more than four inches thick, a space

of about $\frac{3}{4}$ inch near the floor is left to complete drainage.

The unit system can be used to advantage in storing engine and car castings that are too large and heavy to place in standard bins or racks; also in storing frogs, switches, guard rails and other track materials, as well as items that are purchased in kegs or other uniform containers. The advantages or savings of the unit platform can be measured only by the amount of time expended in loading and unloading materials, which in a sense governs the size of labor gangs. The checking of stock quickly and accurately is a feature which is also made possible. Other considerations are the time saved by shop labor, affecting the number of laborers employed, also the speed obtained by shop delivery in getting the material to the proper location, preventing lost motion on the part of shop mechanics.

The use of unit or raised platforms makes it impossible to choke up the aisles and allow material to hang out or be placed in such a

Showing units with enclosing racks



Section of Grate Platform Showing Units.



manner as to impair the safety of employees. The material must be properly stacked and grouped. An item placed in the wrong location can be detected at once.

The entire platform presents a neat and uniform appearance. It is surprising to note

that, even with numerous trucking aisles, the material covers less space than before the unit platforms were installed, as is shown by the photographs. The unit platform is without a doubt one of the most progressive steps in modern store-keeping.

The Railway Crossing—A Timely Parody

The following verses, entitled "The Railway Crossing—A Timely Parody," appeared in the Peoria (Ill.) Sunday Journal Transcript, together with a short warning relating to care at crossings:

I can't tell much about the thing;
'Twas done so powerful quick;
But 'pears to me I got a most
Outlandish heavy lick.
It broke my leg and cracked my skull
And jerked my arm 'most out.
But take a seat; I'll try and tell
You how it came about.

You see I'd started down to town
With that 'ere truck o' mine
A-haulin' out a load of corn
For Ebenezer Kline,
And drivin' slow and careful like—
'Cause 'bout a week before
I broke a' spring and blew a
tire,
Which made me mighty sore.

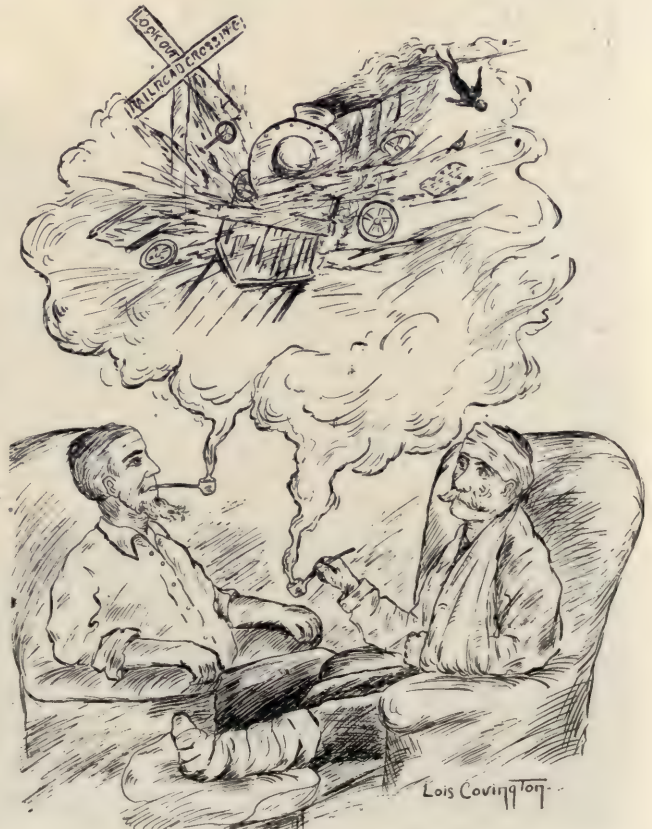
You know about the railroad
line
Crossroad at Martin's Hole?
Well, thar I see'd a great big
sign
Raised high upon a pole;
I thought I'd stop and read the
thing
And find out what it said,
And so I stopped the old bus on
The railroad track and read.

I aint no scholar, recollect,
And so I had to spell;
I started kinder cautious like
With r-a-i- and l.
And that was "rail" as clear as
mud,
And r-o-a-d "road."
I lumped 'em—"railroad" was
the word.
For that 'ere much I knowed:
C-r- and o and double s with
i-n-g to boot
Made "crossing" just as plain
as Noah
Webster dared to do it.

'Twas "railroad crossing," good
enough,
L double o-k "look"—
And I was lookin' all the time
And spellin' like a book.
O-u and t. spells "out," and
"for"
And "the" were not so tough;
'Twas then "look out for the"
—"for the"?
I tried the next word, e-n-g-
That's how it started, certainly.

I got that far when suddenly
There, came an awful crack—
A thousand fiery thunderbolts
Just scooped me off the track;
The auto went to Davy Jones;
The corn was ground to mash,
And I was hoisted seven yards
Above the tallest ash.

I didn't come to life again
For 'bout a day or two,
An' though I'm crippled up a heap
I sorter struggle through.
It ain't the pain;
It ain't the loss
Of that 'ere boat o' mine;
But, stranger, how I'd like to know
The rest of that 'ere sign!



ACCIDENT AND



INJURY PREVENTION

Minister Drives Home Points on Safety

The following is from an address which the Rev. Walt Holcomb of Cartersville, Ga., recently delivered before a safety meeting in Boston. Mr. Holcomb is a son-in-law of the late Rev. Sam Jones, the well-known evangelist.

AS a minister, I shall ask the privilege of taking a text, "Is the young man, Absalom, safe?" This is a radio call of the heart for the welfare of one bound to another by the ties of family affection. It is also the war cry of a solicitous father for the personal safety of his son on the battlefield.

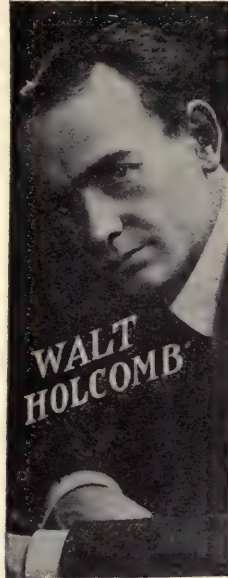
Man has never felt himself absolutely safe, but has an ingrained instinct to make himself as safe as possible. And yet, notwithstanding that self-preservation is the first law of nature, there is an inborn impulse in man to take a chance. The people living in the mountains of Old Kentucky can still be found prowling around their native hills with their rifles under their arms, while their trained eyes are on the alert for their feudal enemy. We are thoughtlessly running risks when limb and life are involved.

Safe One Moment; Dead, the Next

Here is the paradox of safety. At one moment, we are the calm, cautious, careful Doctor Jekyll; and, the next minute, the careless, criminal, chance-taking Mr. Hyde. We are swallowing thrill pills, and in our forgetfulness we are overtaken by the great final accident, death, as a result of an overdose. Many an automobilist, just for the thrill of racing with a street car, has left the street red with the blood of helpless childhood or decrepit old age. Just for the thrill of scaling across the track in front of a limited train, the reckless driver has been picked up on the right-of-way, bruised and mangled, weltering in his heart's blood.

If we could dig up the broken bones of every victim of such avoidable accidents, we could station a grim, hollow-eyed, bony-fingered skeleton at every highway crossing in the coun-

try as a frightful warning against carelessness.



When man began to think of the safety of his fellow man, he placed around himself the surest safeguards. This was the first forward step in personal safety. It used to be said that employers did not care for employees except for the work they did, and that the employees cared only for the pay envelope. But that day is past in railway circles, and officials and laborers are now thinking of the personal good of one another. There is a friendly rivalry be-

tween executives and those who toil to see which can play the safest. Organized safety has done more to bind employers and employees together in the bond of brotherhood than any other movement since the Galilean Carpenter proclaimed the brotherhood of man.

Safety Essential in Railroading

Is there safety in the railway realm? Railroading is considered one of the most hazardous callings. The official and clerical workers have paid the supreme penalty. The operation of trains has entailed the loss of limb and life. The section hand has paid the toll of life. The shopmen have suffered the loss of sight and life. The trespassers have been struck by trains and killed. Railroads are safe to ride upon and unsafe to walk upon. I never see a fellow beating it down the track between the rails, when there is a good pike to follow, without pointing my finger at him, saying: "There goes sin on two legs." There is no discounting the hazards associated with the life

of a railway man. To recognize these is to arm yourself with necessary protection.

Yes, I answer, there is safety in railroad-ing, but it must be practiced here as elsewhere. With all the safety appliances and devices of modern railroading, if safety is observed constantly—and not by spurts and spells—a man may die a natural death while in the service of a railroad.

While the trainmen are playing safe, the public is criminally careless. The officials who order the movements of trains and the trainmen who run them are painstakingly safe. But the general public must be aroused to its danger and citizens to their duty. Safe operation has been instilled in the minds of those who run railroads. This "Safety First" work is entirely a humanitarian movement, and if a utilitarian side has developed this is only one of the many good by-products that has resulted.

Everybody rides on the trains. The traveling public seems to take safety for granted. Travelers are careless in getting to and from trains; off and on trains; standing on platforms and leaning out of windows while the train is in motion.

Place the Proper Value Upon Life

We will never play safe until we put the proper value upon life. If man is no better than a sheep, run over him and let the company pay the market price. If man is no more than a machine, break him and let the company replace him. As the inventor is superior to the invention, so is man superior to a machine that he makes or operates. The most priceless gift is human life, and when it is snuffed out it can never be replaced. There is not enough money in the treasures of all the railroads to compensate the widow and orphans for the loss sustained in the avoidable death of a father. Railway companies realize this and prefer to spend money in preventing accidents rather than trying to pay for what they cannot repay and replace. It does not matter whether a man wears broadcloth or overalls; eats porterhouse steak or liver; drinks coffee or postum; but it is of immense concern that his life is preserved and conserved. The monumental crime of the age is the carelessness that puts out the light in the Temple of Life.

The philosophy of safety is constant, continuous and continual thought. You cannot afford to be off your guard a single minute. If your mind is loafing up town, while your hand is at work, you are liable to have your hand crushed while your mind is away. The mind

should be the director general for every movement of your body. If you are a rattle-brained thinker, you will be a rattle-brained worker. If men in the shops and offices and on the trains and the track would get the safety habit, it would not only prolong their days, but would be the best financial investment, as they would become more efficient, command larger salaries and make more careful investments with their hard-earned money.

Reminder the Psychology of Safety

As a woman's inner character and innate modesty cast about her a veiled safeguard that protects her virtue in this full-fledged flapper age, so the inner working of a trained mind, when applied, is the best safety appliance for the protection of a man's sight, limb and life.

The psychology of safety is reminder. The safety signs, signals and slogans displayed throughout Boston and New England today are silent and eloquent reminders of caution and carefulness that involuntarily impress the mind and unconsciously order the eye, the hand and the foot.

While I am speaking here in this historic statehouse, where many good laws have been enacted in the interest of safety, let me remind you that unless public sentiment is created the ideals of these laws can never be realized in this commonwealth. The chameleon of carelessness crawls around and changes its color according to the sentiments of its surroundings.

We can make a tremendous pull for safety when we remind those who are in danger of their love for life, since everybody wants to live and provide for and protect his own. The first articulate prayer of a little child, as it kneels at its mother's side, where the wifely and motherly love clamor for supremacy, is in behalf of our safety, as the child says, "God take care of papa." With such prayers bottled in Heaven, how can we be careless on earth? For the sake of the little wife and the outstretched baby arms that hugged our neck upon our last return home, let us go slow and be safe, so they will not be robbed of our visits and be forced to visit us in the silent city of the avoidable dead.

Careful Driver a Safety Factor

However, man is in the greatest jeopardy at the grade crossing. Grade crossings are almost as frequent as mile posts. Automobiles are approaching in an ever-increasing stream. To eliminate the crossings is a physical impossibility. If it were possible, it would require

as much money as it did to build the roadbed. The roads cannot make operating expenses, much less undertake such a stupendous monument to protect the public from unnecessary carelessness. If the railroads would put gates at crossings, they would have to be about three deep to keep some dare-devils from colliding with the passing train. The public highways might raise a bump in the dirt road near a crossing, but the general public would scarcely stand for it. Automatic signals are not always reliable; they would be very little better than the clanging bell and screaming whistle which the law requires and the engineers enforce. You might hang up the scraps of wrecked automobiles at the grade crossings and dig a graveyard for the unfortunate dead and erect tomb-stones as a warning to others. "But if they hear" not Moses and the prophets, they would not be persuaded though one rose from the dead."

This is one place where accidents are preventable, but it does not lie in safety devices or with the engineman and fireman, but with the man sitting up at the steering wheel of the automobile. If the chauffeur would be as careful at the wheel as the engineer is at the throttle, such accidents would be reduced to a minimum. Why should he not be? His carelessness not only may result in his own death along with the deaths of those in his car but it may wreck the train, causing great property loss, unnecessary damage claims, killing the engineman and fireman, along with a great many passengers. But the blame always falls on the railroad. As a result of such accident, an engineer was recently indicted by grand jury for manslaughter, when I thought that the coroner's jury should have been all that was necessary to announce that the automobilist had come to his death as a reckless suicide. Of course, they say that the big mogul ought to stop and let the tin lizzie go by, but law and custom have not so decreed.

Cross All Crossings Carefully

"Stop—Look—Listen," the warning words on the railway cross, if heeded, would solve the problem. As I travel throughout the nation, I am preaching to the public to cross crossings carefully. Here is where I can save property for the railroads, life for human beings, and sorrow for those who otherwise would be bereaved of their loved ones.

As you approach crossings, look with both eyes; listen with both ears; stop with both

feet. It will not take but a second, and it may save you an eternity. A lady friend was out driving with her mother, friend and children. At Eddy's crossing the train comes out of a deep cut and cannot be seen from the pike, making a very dangerous crossing. Her car came rolling over the hill and went spinning down grade toward the track; when near it she applied her brakes and stopped the car. She told her little daughter to get out and look both ways for the train, but, before the child had time to open the car door, the big passenger engine dashed out of the cut and went crashing by. The other women screamed and exclaimed: "Oh, how near we came to being killed!" But the cool, calculating and careful driver smiled and said: "We were in no danger whatever. I always stop my car at a grade crossing."

If every automobilist would practice such caution, there would be no more accidents at grade crossings.

Stopped a Runaway Team

Stopping a runaway team is all in the day's work for Engine Foreman Joseph Clemens of Chicago. On January 30 Clemens' engine, while heading into the Pier Yard, frightened a team hitched to an empty wagon. The animals

headed for Lake Michigan at a gallop. Clemens "hopped" the rear of the wagon, hurried to the driver's seat and tried to pinch them down. The horses, which had been feeding, had no bridles on, and Clemens' efforts were of little avail. He then put all his strength on one rein only, pulling the animal's head so far to one side that it had to stop running in order to breathe. A short distance more, and the team would have been in Lake Michigan.

Clemens is the kind of employe who believes in forestalling a claim rather than making a report later.



Joseph Clemens.

Some Rights That Labor Has and Hasn't

Privileges of Unions Are Those of the Individual Member, and No More; Certain Simple Economic Facts

By THOMAS GIBSON,

From The Financial World, New York

WHEN a case is tried in court the lawyer for each side presents his arguments in such a way as to make his opponent appear wholly in the wrong. This practice results in claims and counter-claims, accusations and counter-accusations which are very confusing to the layman. But there are certain principles on which our laws are based and the root of all these principles is justice.

This truth applies to all great controversies, and the only way to decide intelligently which side is right is to examine the basic principles. The main principles which apply to the labor situation may be set forth briefly and simply.

The Rights of Organized Labor

The rights of organized labor may be expressed in a single sentence:

The rights of the union are the rights of the individual member and cannot possibly exceed such rights.

If an individual quits his job, no one can prevent such action. But society can and does object to his interfering with the man who fills his place. This is true of two men or of two million men. Principles cannot be changed by multiplication.

If this were not true, men could combine to do almost anything which the laws do not permit the individual to do.

The right of labor to combine for self-protection, collective bargaining or any other legitimate purpose is not denied. The right of such combinations to prevent others from working where and on whatever terms they please cannot possibly be admitted. Such a privilege would lead first to a most vicious form of monopoly and finally to anarchy. Members of a union who can by peaceable means induce others to join their ranks are within their rights. Members of a union who forcibly constrain others to join them or to adhere to their rules are outside the law.

Real wages consist of the amount of goods which are exchanged for a certain amount of

labor. Nominal wages consist of the number of dollars exchanged for a certain amount of labor. Real wages are the only wages which count. The nominal wages of the Russian worker are now thousands of times higher than ever before, but his real wages are so low that he is facing starvation.

Failure to understand the difference between real and nominal wages has caused much trouble. The principal argument of the union leaders in connection with the shopmen's strike was that the Labor Board had fixed a rate of 23 cents an hour for common labor, which was not a living wage. The fact is that 23 cents an hour was the rate named in certain districts where cost of living was very low. The average rate for this class of labor was fixed at 32.7 cents and the maximum rate at 35 cents an hour. But the point is that the rate of 23 cents is just as high as the rate of 35 cents, so far as purchasing power is concerned, and purchasing power is the only thing that counts. The man who moved from the 23-cent district to the 35-cent district would be no better off. This is a good example of the confusion of thought arising from failure to realize the difference between real wages and nominal wages.

What Doubling Wages Means

If the price of living rises, so must nominal wages rise. If the price of living falls, so must nominal wages fall. The rule must work both ways. If, to draw a broad example, the price of living should double, the worker who receives \$3 per day must have \$6 per day in order to maintain his purchasing power. But if the price of living returns to the original starting point and the worker insists on retaining the wage of \$6 per day, what he demands is that real wages be doubled. That is, he demands in exchange for his services twice as much goods as before. If this is granted, other classes must suffer. The total product of society is divided among millions of people, and if a certain class gets more than its share other classes must get less than their share. That is as certain as that two and two make four.

The objection may be raised that certain

interests always get more than their share. This is a fallacy arising from a widespread misunderstanding of the functions of capital. There is not space here to enter upon this phase of the subject, but in another article I shall show that the tendency is for capital's share of the total product of society to grow smaller and labor's share to grow larger from year to year. I shall also show that accumulated capital cannot be used in any manner except in giving employment to wage earners at a constantly increasing rate of real compensation.

Because wages must of necessity be based upon commodity prices a number of agitators have raised the cry that labor is being dealt with "as a commodity." This fine-sounding phrase is sheer nonsense. Money is merely a medium of exchange, and dollars cannot be measured in any way except by what they will exchange for. What the laborer consumes as well as what he saves is determined by exchange. A thousand dollars in the bank is merely stored up commodities. The agitators have merely twisted this fundamental fact around into a phrase which causes resentment only because it is misunderstood.

The Make-Work Theory

Many, if not most, wage earners believe they find an advantage in shirking and making a job last as long as possible. This is a great mistake. The total product of society is divided among all the people, and all but a small fraction of everything that is produced is consumed. Whenever the laborer curtails production he curtails his share of the total production. The biggest thing the laborer has to learn is that it is just as easy for him to get a large share of a large total production as a small share of a small total production.

This truth is obscured by the tendency of each man to individualize his position. It is hard for him to believe he loses anything by making the job last longer at the same rate of pay. But, as each man is only a part of society at large, he cannot escape the effects of reduced production. As this is an important point I will explain it a little further.

Let the wage earner ask himself why it is that he is now able to have more of the necessities and luxuries of life with less manual effort than at any time in history. Why has the laborer of today more than the rich man of a couple of centuries ago? The answer is "machinery"—the ability to produce many

times the amount of commodities with an equal amount of labor. When machines first began to come into general use the laboring classes objected to them, believing that they would throw men out of work. They did not at once realize that all of the greatly increased product of these machines must be distributed and consumed, and that, if labor did not have the means to secure its share of the product, the machines could not possibly be used. So widespread was the misunderstanding on this point that machines were actually destroyed.

Machinery Multiplies Production

If we assume that there are ten men on an isolated island and that each man must work all day for mere food and shelter, we have a picture of the original state of society. But before long one man invents a bow and arrow and is able to secure meat for all. Thus the onerous labor of nine men is released. Later on one of the nine men invents a wind-mill or water-wheel to grind corn, and more labor is released. And so on until these men have for their daily efforts *ten times as much* as they had before. Here again the principle holds good if applied to thousands or to millions.

Now the advocates of the make-work theory are in exactly the same position as were those who objected to the introduction of machinery. In either case they seek to curtail the total product of society, of which each man is a part.

The reduction of the hours of labor below a reasonable point has precisely the same effect. If it takes three 8-hour days to make a suit of clothes and three 8-hour days to make a pair of shoes and the tailor and shoemaker agree to reduce the hours of labor to six hours, the inevitable consequence is that the tailor must now work four days for a pair of shoes and the shoemaker must work four days for a suit of clothes. Extend and multiply that example as far as you like and the principle involved will not be changed.

If organized labor, instead of seeking to curtail production, would make it a primary rule that every member of the union must deliver a fair day's work for a fair day's pay, the result would be that plenty would be diffused throughout the land. Incidentally, the employer of labor would insist on having nothing but union men.

In this much condensed discussion I have

referred only to *principles*. These principles, once understood, are as simple as they are unalterable. Those who attempt to pervert or controvert economic laws will fail, and their failure will fall as heavily upon themselves as upon others.

The employer of labor who tries to get more than his just share of the total product of society or who refuses to accord labor its legitimate rights will be swept aside. But in the present day and age competition and the laws protect the laborer fully as much as they do the employer.

The labor union which attempts to secure through its collective power an unfair share of the product of society will fail. If it attempts to gain its ends by force and violence it will be destroyed.

Economic laws are as inexorable as they are just. Those who tamper with them, whether laborer or capitalist, whether individual or union, will get the same results as if they were to try to stop a mighty engine by sticking their fingers in the cog-wheels.

Plan Is to Encourage Travel in America

Aroused by the United States government's exploitation of foreign travel, the railroads, hotel men, resort owners and tourist associations of the country are planning a joint campaign to "Sell America to Americans" and to encourage the American people to "See America First."

This concerted plan of action was decided upon following the appearance of an elaborate, profusely illustrated booklet prepared under the direction of the United States Shipping Board entitled "Going Abroad," which describes the attractions of European travel to lure people across the ocean. In the government booklet it is pointed out that "250,000 will journey to Europe, South America or the Orient within the next twelve months."

It is the purpose of the "See America First" advocates to stem the tide of this tremendous efflux to foreign shores and induce Americans to learn something about the beauty, grandeur of scenery and travel attractions of their own country before going abroad.

Alarmed by the propaganda which will tend to increase travel to other countries even beyond this 250,000 mark, the "See America First" adherents have decided to join forces to keep this great army of tourists in this country and give to American business the billion dollars—a conservative figure—those travelers will spend abroad in a year.

Chicago has been selected as the scene of action in this battle to keep Americans and American money in America. The initial step will be the holding of a National Travel and Outdoor Life Exposition, May 7 to 12, 1923, inclusive, in the Coliseum, which will visualize in picturesque style travel in America by rail, water, air and automobile to the playgrounds

of America. Chicago was chosen, according to Milo E. Westbrooke, general manager of the exposition, because it is the gateway to these wonder spots of the United States.

"An illustration of the tremendous trend of travel abroad," said Mr. Westbrooke, "is shown in the records of the steamship lines, which disclosed the fact that on June 10 of this year ten thousand tourists sailed for Europe. While the booklet issued by the United States Shipping Board has for its prime object the encouragement of prospective tourists to utilize government owned ships, the travel propaganda contained in it is most alluring pictorially and in word description of the attractive spots of Europe and the Orient. That is why it is felt that something must be done to induce the tourist to see his own country first and keep the billion dollars or more those 250,000 tourists spend in our own country, where it is needed in this time of business reconstruction.

"Chicago was chosen as the logical place for the holding of this National Travel and Outdoor Life Exposition, because this city is the gateway to the playgrounds of America. Within a night's ride of Chicago are fifty-five million persons, and no cross country traveler even rides through Chicago. They all stop in Chicago on the way to their destination."

An advisory committee, composed of railway and steamboat executives, hotel owners and tourist associations, will supervise the exposition designed to stimulate American travel. An elaborate program is being drafted which will picture to the recreation seeker just what this country has to offer in its wonderful playgrounds. In the words of Mr. Westbrooke, this exposition will be "a market place for recreation."

The Home Division

Edited by



Nan Carter

Smart Sayings of Our Babies

Out of the mouths of babes come surprisingly clever sayings. It has been suggested that along with pictures of Illinois Central babies we devote some space to their smart sayings. Our readers are requested to send in the smart sayings of the babies so that we may print them. Address EDITOR, HOME DIVISION.

Miss Olive O'Reilly, stenographer in the law department, Chicago, contributes the following:

Her niece, Eileen, 2½ years old, and nephew, Billie, 4 years old, quarrel frequently while playing. Eileen is a pugnacious little individual and takes full advantage of the fact that Billie has been warned not to return the blow if she slaps him. Sometimes this is more than Billie can stand. The other day he forgot mother's admonitions and slapped Eileen, whereupon he was punished and told that he must never hit a little girl. Later in the day, after a spell of deep thought, Billie broke out with: "Mother, when will Eileen be big enough for me to hit her?"

Aunt Lillian had had her eyebrows "plucked." Little Marian stood at her aunt's knee, staring up into her face.

"What's wrong, dear?" Aunt Lillian asked.

"I don't know, Auntie, but you look so surprised!"

Kissing the Baby

We feel an almost irresistible though perfectly natural impulse to kiss and caress every baby we see. We like the feel of his satiny cheek against ours. But for the sake of baby's health we should be careful not to touch his rosebud mouth. A heartbroken mother recently told the story of her baby's death of scarlet fever, contracted when a friend of the family, a nurse who had just come off a fever case, picked up the child and kissed her on the mouth. Disease germs lurk in the mouth, nose and throat. The helpless baby must quake inwardly when well-meaning but thought-

less old gentlemen with beards and elderly ladies with defective teeth swoop down upon him. Don't indulge in the dangerous practice of kissing the baby on the mouth. You may like it, but the baby does not.

Helpful Hints

A small quantity of milk added to the water in which sweet corn is boiled will prevent its turning yellow.

To make pastry and pie crusts brown and glossy, brush over with milk just before putting into the oven.

The housewife saves backache from stooping if the kitchen sink and the work table are high enough so that she need not bend over to perform the daily tasks. A high stool is almost indispensable in the kitchen.

A preparation of honey and almond cream will relieve the smart of sunburn.

A tablespoonful of ice cream shaken up with a glass of ginger ale makes a refreshing summer drink.

The harder the times, the closer the real man and woman stick to the job.

Tested Recipes

CHICKEN CROQUETTES.—Mix together 2 cups chopped cooked chicken, ¼ cup thick white sauce, ½ teaspoon salt, dash of paprika, ¼ teaspoon celery salt, and 1 teaspoon lemon juice; stir in 1 egg yolk. Shape, roll in cracker crumbs, dip into slightly beaten egg, roll again in cracker crumbs, and fry in deep, hot fat.—MISS VERNITA TRIBBLE, *Tennessee Division*.

WAFFLES.—1¾ cups flour, 3 teaspoonfuls baking powder, ½ teaspoonful salt, 2 tablespoonfuls sugar, 1 cup milk, yolks 2 eggs, whites 2 eggs, 1 tablespoonful melted butter. Mix and sift dry ingredients; add milk gradually, yolks of eggs (well beaten), butter, and whites of eggs (beaten stiff). Cook on greased waffle irons. Serve with maple syrup.

JIFFY ICING.—To 2 tablespoonfuls of hot milk add ½ teaspoon butter; stir in slowly

1½ tablespoonfuls granulated sugar to make right consistency to spread; add ½ teaspoon vanilla; spread on cake after it has cooled.

PEACH TART.—Line a pie tin with pie crust, as usual. Lay quarters of peaches in the paste, around and around, placing them evenly and closely so that no one piece overlaps the other. Break ten peach stones and arrange them evenly on top of the quarter pieces of peaches. Make a syrup by boiling 1 cup of sugar with 2 tablespoonfuls of water until it threads. Pour this syrup over the peaches. Put a lattice of narrow strips of pie crust across the pie, four each way, and bake.

MRS. ROSE SOEFFNER INGMAN, who before her marriage to Pern Ingman was employed in the engineering department at Chicago, has been lending a hand in the bridge and building department during the vacation season. Mrs. Ingman manifests an interest in the Home Division by contributing the following excellent recipes:

BLITZ TORTE.—Beat 1 cup butter with 4 egg yolks and ½ cup sugar; add 4 tablespoonfuls milk, 1 teaspoonful lemon flavoring, 1 cup flour and 1 teaspoon baking powder. Pour the mixture into 2 layer cake tins. Cover one layer (to be used as the top) with frosting made as follows: Beat whites of 4 eggs to a froth and add 1 cup powdered sugar. Sprinkle with sliced almonds. (The frosting is to be spread over the cake mixture before baking.) Bake both layers in a slow oven. Remove the layers when done and put together with a filling made as follows: Cook until

thick 1 cup milk or cream, 1 tablespoon cornstarch, 1 egg, and 2 tablespoonfuls sugar. Flavor with lemon.

ORANGE SPONGE.—Dissolve 1 tablespoon gelatine in ¼ cup cold water. Add ¼ cup hot water. Cook until it begins to thicken. Remove from fire and add 1 cup orange juice, 1 cup sugar, and whites of 3 eggs, beaten stiff. Fold in ½ pint whipped cream. Put in refrigerator for three or four hours.

OUR BABIES

Here are two representative groups of our babies. We are glad that we are not conducting a beauty contest, for it would be next to impossible to make a selection. After an inspection of the pictures received to date, we can safely say that there isn't an "ugly duckling" in our large family.

No. 1 is Dorothy Hester, 18 months old, daughter of Clarence May, assistant chief clerk to Superintendent Shaw, Clinton, Ill.

No. 2 is Dorothy, 16 months old, daughter of H. P. Liston, chief clerk, Bloomington, Ill.

No. 3 shows Mary Virginia, 2 years old, and Treva, 2 months old, daughters of Conductor Trevor Whayne, Tennessee division, Fulton, Ky.

No. 4 is Blanche Ruth, 3 years old, daughter of Operator W. Stallions, Scales Mound, Ill.

No. 5 is Minnie May, 4 years old, daughter of A. H. Morton, chief clerk of revising bureau, local freight office, Louisville, Ky.

No. 6 is Marjorie Jeanne, 2 years old, daughter of W. L. Sheffler, agent, Washta, Iowa.

No. 7 is Mary Elizabeth, 7 months old, daughter of R. W. Rhue, stock-keeper, Palestine, Ill.

No. 8 is Irma Louise, 6 months old, daughter of Fireman H. C. Reedy, Louisiana division.

No. 9 is Garnet, 4 years 3 months old, daughter J. A. McMurray, engineer, Wisconsin division. In November, 1920, Garnet won fourth place in the Chicago Herald & Examiner "better baby" contest.

No. 10 is Joan, 2 years old, daughter of P. C. Mayer, office manager, purchasing department, Chicago.

No. 11 is Mina Conrad, 4 months old, daughter of D. G. Belton, clerk to Supervisor J. Crahen, Memphis, Tenn.

No. 12 is Lenor Tobey, 4 years old, daughter of Night Foreman Owen D. Minter, Fort Dodge, Iowa.

No. 13 is Barbara, 5½ years old, daughter of Dr. O. D. Diehl, local surgeon, Centralia, Ill.

No. 14 is Mary Ruth, 8 months old, daughter of J. A. Johnson, section foreman, Leland, Miss.

No. 15 is Ilda, 3 years 5 months old, daughter of B. F. Galvani, chief clerk, Vicksburg, Miss.

No. 16 shows Grace, 4 years old (standing), and Virginia, 5 years old, daughters of Supervisor G. H. Peacock, Grenada, Miss.

No. 17 is June, 3 years old, daughter of Passenger Flagman D. G. Grimsley, Illinois division.

No. 18 is Bobbie, 3 years old, son of D. J.





Jones, mechanical assistant, building department, Chicago.

No. 19 is Bob, 2 years old, son of Fireman Harmon Buckley, Minnesota division, and grandson of W. L. Buckley, city passenger and ticket agent, Waterloo, Iowa.

No. 20 is Leonard Arthur, 2 years 2 months old, son of Section Foreman W. E. Palmer, Edna, Iowa.

No. 21 is Richard, 4 years old, son of W. K. Reynolds, mechanical inspector, building department, Chicago.

No. 22 is Charles Hughes, 9 months old, son of Trainmaster H. W. Williams, Fulton, Ky.

No. 23 is Frank P., Jr., 22 months old, son of Frank P. Kennedy, chief clerk to chief special agent, Chicago.

No. 24 is Frank Merrill, 4 years old, son of W. J. Pease, clerk to Supervisor of Signals S. C. Hofmann, Champaign, Ill.

No. 25 is Morris, Jr., 4 years old, son of M. E. Kemper, chief clerk to Superintendent Roth, Mattoon, Ill.

No. 26 is Wilbur Edward, 3 years 9 months old, son of F. W. Moss, in charge of motor car shops, Greenville, Miss.

No. 27 shows Reeves Noble Ingram, 3 years old, and Joel Hunter Woods, 2 years old, grandsons of Road Supervisor G. R. Wilkinson, Sardis, Miss.

No. 28 is John Albert, 7 years old, son of A. W. Fowler, chief clerk, passenger department, Chicago.

No. 29 is Carl Francis, 5 years old, son of Conductor J. Burgess, Centralia, Ill.

No. 30 is Alvin, Jr., 7 years old, brother of Minnie May, No. 5 above.

No. 31 is Robert J., 5 years old, son of J. F. Riordan, supervising agent, Freeport, Ill.

No. 32 is Gordon Philip, 3 years old, son of Brakeman G. P. Robertson, Louisiana division.

No. 33 is James William, 3 years old, son of Fred W. Plate, supervising agent, Clinton, Ill.

No. 34 is William Jeff, Jr., 32 months old, son of Conductor W. J. Thurman, New Orleans division, Y. & M. V.

Composer From Illinois Central Family

The composer of "Stumbling," one of the year's sensations in popular music, is Zez Confrey, brother of two members of the Illinois Central System family at LaSalle, Ill. William F. Confrey, his brother, is chief clerk in the office of Freight Agent J. M. Egan, and a sister, Miss Margaret Confrey, is a stenographer in the same office.

Zez is the name by which young Mr. Confrey—he is only 25—is known to the musical world; he was christened Elzear. His rise to fame has been rapid. About a year and a half ago he went to New York from Chicago, virtually unknown in New York music circles. In Chicago he had gained considerable reputation as a maker of rolls for player-pianos and as a song writer of promise. Soon after his appearance in New York he placed some of his compositions with publishers of popular music, among the best known of which are "Greenwich Witch," "You Tell 'Em, Ivories," and "Kitten on the Keys." In Chicago Confrey had worked out the melody for "Stumbling," and in New York it was set to a lyric last spring and placed with one of the largest publishing houses. It was a great success, and today it is one of the most popular fox-trots throughout the country.



Zez Confrey.

Confrey is an accomplished pianist, and he has recently organized his own orchestra with which he is making records for Victor. He recently completed a Brunswick contract, and his first records were the Q.R.S. piano rolls.

"Bill" Confrey, chief clerk at LaSalle, is well known among our people on the Wisconsin division. He went to the Illinois Central a dozen years ago after gaining some railway experience with the Milwaukee, and he has proved his ability as an office executive and a business getter.

The Confreys are a pioneer family in the LaSalle vicinity. The grandfather of the song writer and the chief clerk established his residence along the old Illini Trail in the days before the redskins had yielded up their claims to the land, and the story is recorded in the history of the community that Grandfather Confrey barely escaped scalping on one occasion when he attempted to rescue an Indian who was mortally wounded, as the blame for the redskin's death was fastened upon him by the half-breeds.

RAPID WORK WITH FREIGHT

Superintendent J. M. Walsh of the Memphis division reports the following 22-hour delivery of IC-30273, after being handled over parts of three divisions in Mississippi: Loaded at 1:30 p. m., July 26, at Crenshaw; moved to Lambert, ex. local 391; to Gwin, ex. 969; to Yazoo City, extra; to Silver City, No. 548; to Midnight, No. 47; placed for unloading at 11:30 a. m. July 27, at Midnight.



Railway Men

Class of 1950



CLAIMS DEPARTMENT

How a Section Foreman Helped

Last spring a mule was found dead on the right-of-way near Roxie, Miss. What looked like an attempt to perpetrate a fraud on the railroad was defeated by the care and attention displayed by Section Foreman N. K. Farr. Instead of digging a hole and rolling the carcass in and covering it up without giving the situation any particular attention, Mr. Farr, his suspicions being aroused, made a thorough investigation.

First, he noticed no signs that the mule had actually been on the track. The carcass was near the track, but it bore no evidence of having been struck by a train. There was a crushed place on its head which had the appearance of having been made by some blunt instrument. Careful search of the weeds and grass in the neighborhood finally disclosed a brake staff with hair on it similar to that on the mule. There were also the prints of a man's feet, along with those of the mule, leading from adjacent premises, down the bank and up to where the animal lay.

Mr. Farr at the time, however, was unable to get further proof that the animal had been killed by someone as indicated and left near the track with the expectation of a later claim that the mule had been struck by a train. The owner did not make a claim for several months. Possibly he was then under the impression that no one had any idea of the facts in the case. At any rate, a claim was eventually made, a lawyer obtained and suit filed. Trial was had in the justice court. Upon a showing of the facts as above recited, the justice found for the railroad.

Foreman Farr is undoubtedly entitled to much credit for the railroad's being relieved of payment for this mule.—E. W. S.



N. K. Farr.

vocation, as his father was a section foreman and he spent his boyhood days in a section house. He was born at Hamburg.

Mr. Farr owns his home, which is on a 2-acre lot, and is a fancier of pure-bred chickens and dogs. He considers the Ringlet Barred Plymouth Rock fowls the best. He paid \$1 each for the eggs his foundation stock came from.

The purchase was made from E. B. Thompson, Hucherman and Yarbber. He decided to raise the Barred Rock after trying several different breeds of chicks, he says. He is just beginning to raise registered bird dogs. He has two pointers and one setter, and hopes to have pups for sale in the near future.

"In regard to the mule case," he says, "the steps taken by me were not for any purpose except to get justice for the company and for the owner, if possible. But I guess we can't give him justice. I believe in giving justice to everyone, but when a person thinks he can pull a stunt like this one he has another thought coming. I'm never asleep on my job, and I don't think this will happen on the Hamburg section again soon."

As Simple as A B C

A good many persons think a claim agent has a pretty soft job; that, having a pocket full of passes, all he does is to ride around the country, stopping off here and there as strikes his fancy, where he may ask a few questions, draw a check or two and pass on.

But things are not always so simple as they seem. When a fatal accident occurs, in addition to uncovering the facts and circumstances connected with the accident, the claim agent must ascertain the next of kin under the law.

Foreman Farr, the hero of this incident, began his service in the maintenance of way department January 1, 1906, as a laborer, and has been a section foreman on the Vicksburg district of the New Orleans division since August 1, 1912. He comes naturally by his

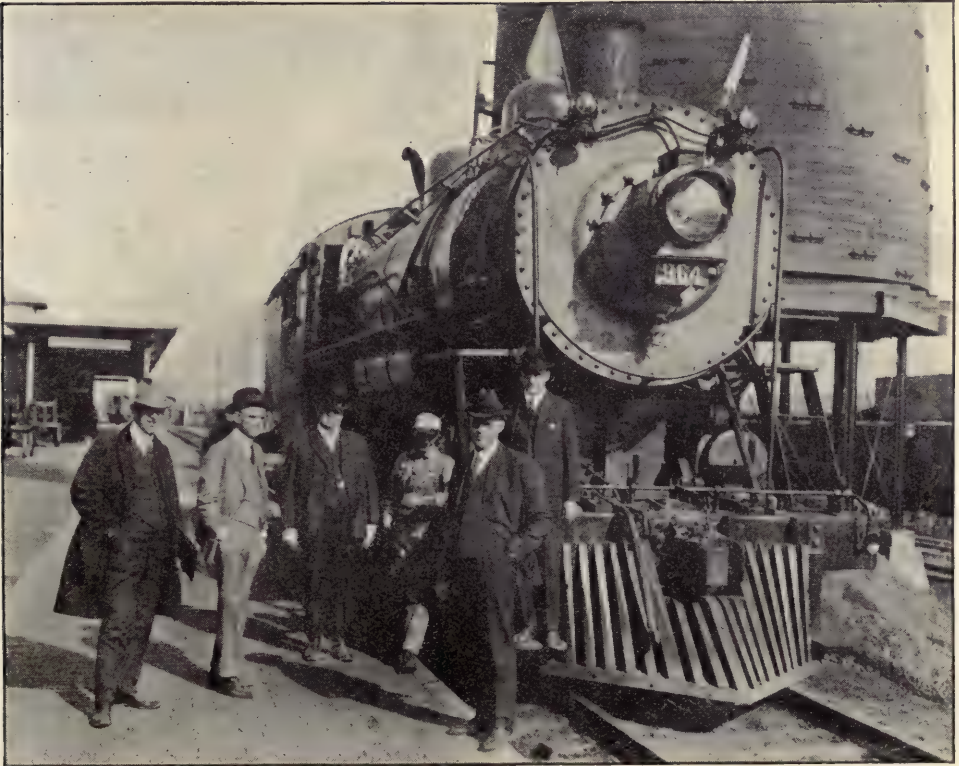
In some instances this is not so simple as A B C, particularly in cases of negroes, as occasionally their matrimonial entanglements are decidedly difficult to unravel. Here is a typical case:

"C," a negro employe of the railroad, was recently killed. He left a woman with whom he was living and who claimed to be his wife. In support of the contention she exhibited a marriage certificate. This claim was further corroborated by the county record, which showed that a license had been issued and a marriage performed. On the face of it, this made her his legitimate next of kin and heir and entitled to whatever sum of money the railroad might pay on account of the accident causing "C's" death.

Information was furnished, however, that

the widow had been twice previously married and that at the time she married "C" her second husband, "B," was still living. If true, that would, of course, nullify the marriage to "C," and then under the law the next of kin would be the father and mother of "C."

Further inquiry of the widow finally elicited the admission that she had been twice previously married; also that she did not know whether or not the second husband, "B," was living when she married "C." It was further ascertained from her that when she married "B" she assumed her first husband, "A," was dead, but later she discovered he was alive and that he died subsequent to the second marriage and previous to her marriage to "C." The fact that "A" was alive when she married "B" made that marriage invalid, but as he died be-



Several months ago the Greenwood, Miss., compress, on the east side of the track opposite our depot, burned. E. W. Sprague of Memphis, assistant general claim agent of the Yazoo & Mississippi Valley, went to Greenwood, with several claim agents, a court reporter and a photographer, to make investigation of the fire. After photographs of the fire area had been taken, a photograph was made of engine No. 964, which had just taken water at the tank, with members of the party standing near the engine. Those shown in the photograph, from left to right, are: George H. Boulware, court reporter, Memphis; H. W. Hagan, claim agent, Greenwood; Louis Ogilvie, special claim investigator, Memphis; Pete Brady, engineer of No. 964; J. R. Sharpe, claim agent, Memphis (standing on pilot step of engine), and Mr. Sprague.

fore she married "C" that would make the third marriage legal.

This would have ended the matter, had it not then developed that when she married "A" he presumably had another wife living. If so, then her marriage to him was null and void, and hence the marriage to "B" was valid; and if "B" was living when she married "C" that final marriage was illegal, after all.

Meantime a lawyer had presented a claim on behalf of the alleged father of "C," who understood his son's marriage was illegal and that he and "C's" mother would be the legitimate heirs. The father, when interviewed, declared "C" was his son and furnished information as to the date of his marriage to "C's" mother, but admitted that he and his wife were not living together, having separated and taken up with new partners. "C's" mother was then located and interviewed. She frankly admitted that, while she was legally married to the alleged father, he was not the father of "C," since "C" was born two years before her marriage to the alleged father.

It will therefore be seen that the query of "How old is Ann?" is as simple to answer as A B C compared with supplying a correct answer to the query of "Who is the legal next of kin of 'C'?"

All Suits Cost Us Money

Isom Lee, a negro, brought suit in Tangipahoa Parish, La., in January, 1922, alleging that a short time previously he had purchased a ticket at Ponchatoula for Independence, La., and boarded the train; that the conductor came through and took his ticket; that after the train had passed Hammond the conductor came to

him again and demanded fare; and that, upon his refusal to pay additional fare, the conductor ejected him from the train. He claimed to be illiterate and that, therefore, he could not read his ticket so as to know to what point it was good. The conductor said the ticket was issued to Hammond only.

It is possible Lee purchased a ticket to Hammond, thinking he might ride by to Independence and thus save a little money.

When the case was reached for trial in July, the plaintiff's attorney announced that the authorities were after his client on a charge of beating his wife and that, therefore, the plaintiff had left for parts unknown. The attorney withdrew from the suit. The court then, after having the railroad introduce proof showing that the ticket was good to Hammond only, entered judgment for the railroad.

This appears to have been a trifling affair. However, it took considerable of the claim agent's time to investigate and prepare the case for trial, subjected the railroad to expense in having witnesses at the trial and took up some of the court's time.

Certain individuals and certain elements of society continue the accusation that a poor man stands no show in the courts against a rich and powerful corporation. Yet, no matter how poor, trifling and insignificant the individual may be, he enjoys at least the advantage of being able to call a corporation into court on any kind of charge, legitimate or trumped up, and, no matter how clearly it may be proved that the charge was entirely without foundation, he suffers no loss except that of the expected illegitimate gain. Suing under the pauper's oath relieves him of payment of any court costs if he does not obtain a judgment.

Midget Louisville Employee Is Popular

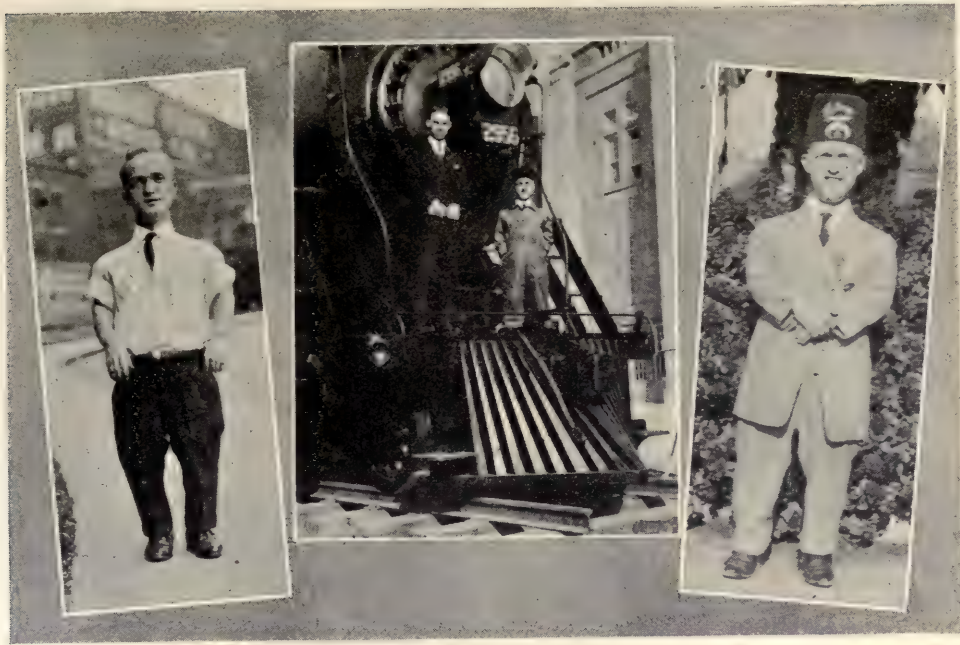
Ivan B. Atcher, clerk in Superintendent T. E. Hill's office at Louisville, is just 4 feet 5 inches tall, and weighs an even 100 pounds. He has been in the service of the company about five years.

It's hardly necessary to say that "Shorty" is his nickname. Everyone on that part of the system knows him. He's a busy person at all times, accomplishes much and always has the best interest of the company at heart.

At present Ivan is on night duty in the superintendent's office, handling strike reports for the general manager's office in Chicago.

He goes on duty at 5 p. m. and remains there until 8 a. m. He was placed in that service at the beginning of the strike.

Ivan was born December 2, 1895, on a farm at Elizabethtown, Ky., a perfectly healthy child, he says. His parents, Mr. and Mrs. Charles Atcher, were normal. They had six children, three boys and three girls. When Ivan was 2 years old he had spinal meningitis and was in bed for nine months. Specialists attending him gave little hope for his recovery, he says. If he became able to leave the bed, his mind would be weakened, they claimed.



Ivan B. Atcher in some characteristic poses.

But now when one watches him in his duties he gets the impression of a very active mind. The attack of meningitis left his arms and legs affected. Their growth has been impaired, but he can use them freely.

Ivan is a member of the Kosair Temple of Shriners at Louisville, and he made the trip to California with that organization last June. At every stop, he says, there was a battery of newspaper cameras waiting to take his picture. He says that he was posed in a thousand different contortions and asked a million questions by newspaper men.

Women were a big bother to him, he says. During a parade in San Francisco, a young woman stepped in front of him three times as he was proudly leading the Shriners down the main thoroughfare. The third time she stopped him and said, "Oh, I just must touch you for luck!" She must have needed a lot of luck, he says, for she picked him up in her arms and gave him a prolonged squeeze. As far as Ivan was concerned, the parade was off from then on, and he had a pleasant chat with the young woman.

Ivan has more than five hundred personal cards and souvenirs of that trip. He met many prominent persons.

IN THE ALLIGATOR COUNTRY

Here is our efficient agent at Manchac, La., Jake Bogue, who had an exciting time recently when he went out to look at some hooks



Jake Bogue.

he had set the night before in the Pass back of the depot. There was a log near the edge of the Pass, and Jake placed his foot on it so as to reach down and pull in one of the hooks. The log proved to be a large alligator, who became indignant at our agent for using his back as a foot rest. Jake by that time remembered some important work

he had not finished, and he decided to return to his office and complete it immediately. Later, however, he succeeded in capturing two small alligators, which were afterward sent by Supervising Agent McCloy to our freight agent at Sioux City, Iowa, to be placed in the city park.

Saw Earlier Days of Tennessee Division

Crossing Watchman, Engine Inspector, Agent and Section and Extra Gang Foremen on List This Month

ANDREW SHEPHERD, D. R. Staley, L. G. McMillion, A. C. Lafferty and W. F. Woods, all employed on the Tennessee division, have been in the service of the Illinois Central and its predecessors, the Mississippi Central and the Paducah & Memphis railroads, for a total of more than 231 years. And they all seem fit for several years more of active service.

Andrew Shepherd, negro crossing watchman at Martin, Tenn., is the oldest employe in point of service on the division. He entered the service of the Mississippi Central Railroad when construction was started at Martin, May 8, 1871. D. R. Staley, engine inspector at Jackson, Tenn., entered the service of the Mississippi Central April 9, 1874, when the fuel used on engines was wood. L. G. McMillion, freight agent at Martin, has spent nearly forty-four years in the service at that place. A. C. Lafferty, section foreman at Fulton, Ky., entered the service of the Paducah & Memphis Railroad May 5, 1876. W. F. Woods, extra gang foreman, has forty and one-half years to his credit.

The Coming of the Yellow Fever

Andrew Shepherd, negro crossing watchman at Martin, Tenn., braved the yellow fever epidemic to look after the company's property there. It was the Mississippi Central Railroad then, and Shepherd was a laborer on the section at Martin.

Each morning Shepherd walked over the section to see if the track was in condition for the passage of trains. When he found something wrong, he reported it to the section foreman, so that repairs could be made before the first train was due. One morning, on his return to the section house after his tour of inspection, he discovered that the entire section crew had left the city. Inquiry brought him the news that the doctors of Martin had ordered everyone who was able to do so to leave the city. The yellow fever was causing deaths by the score.

There was no place for Shepherd to go. No trains on which he could leave were due at that hour. He returned to the section house to await developments, for it was outside of



Some prized souvenirs of W. F. Woods and Andrew Shepherd—commemorative medals issued to veteran Illinois Central employes in 1901.

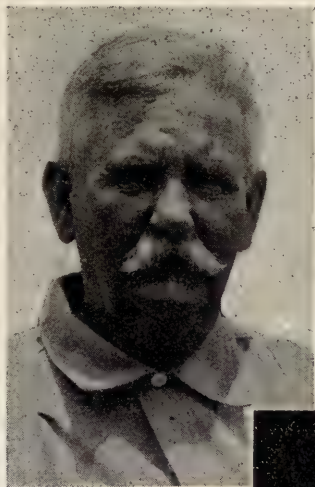
the city, where danger from the fever was less. To go to his home would have been no comfort; his wife had left the city, as had so many others.

The first train through Martin brought the roadmaster. Shepherd told him of the condition there and that he was the only employe remaining. The roadmaster instructed him to stay there, to continue his duties as trackwalker each day and to report by note to the foreman of the adjoining section.

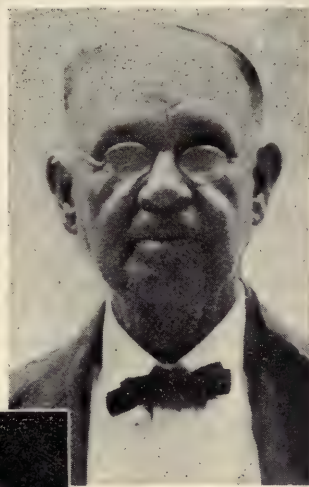
Epidemic Ended in November

Shepherd stayed. He walked over the section before each train was due. After he had inspected the track, he returned to Martin and carried the mail to the section house, where he placed it on the trains. No trains stopped at the station at Martin. They went through the city at top speed, then stopped at the section house, where Shepherd gave the crews and passengers all the news of those stricken. Trains often lingered as long as twenty minutes, he says.

Five weeks slipped by. Although he was alone, time did not hang heavily on Shepherd's hands, for he was a busy man. He helped at the station and tended the switches in the yard, together with his other duties. Then his



A C Lafferty



D R. Staley

Veterans
✦ of the ✦

Andrew Shepherd

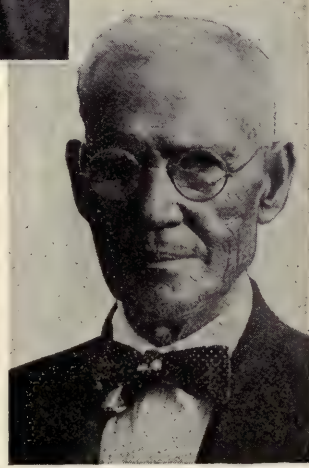


Tennessee
Division

W. E. Woods



L.G. McMillion



wife came back. She had become lonesome away from home, he says.

On November 1 of that year the first snow fell, and the last person died of the fever. Residents began to return to Martin then, he says.

Shepherd has been in the service of the Illinois Central and its predecessor, the Mississippi Central, for more than fifty-one years, most of that time at Martin. He was born a slave on the Robert Williams plantation at Farmersville, Va., November 12, 1849, and lived there until after the Civil War. He recalls that his days as a slave were hard, and he received many whippings; but he supposes that he needed them at the time. He still has kind thoughts of his master.

Farming in Slavery Days

The Williams plantation consisted of about a thousand acres, he says, and was manned by more than three hundred slaves. Tobacco, oats, rye, barley, wheat and peas were among the things raised. Everyone worked sixteen hours a day in the fields and ate only two meals. The mules were fed once a day, he says. No slave could leave the plantation without a pass. If he did, he was severely whipped. Being late to work, grumbling, slowness and stubbornness were causes for the lash.

When Shepherd first left the plantation, he went to Chattanooga, where he worked for a doctor about seven months. Then he accepted a place on a construction gang of the A. G. S., now the Southern, and worked for nine months. The Mississippi Central Railroad started construction, and he became a laborer with a gang at Martin, Tenn., on May 8, 1871.

His first work for this railroad was cutting timber for ties. Some of the trees that grew on the right-of-way made as many as eight ties. In about eighteen months the track was open to traffic between Cairo and Jackson, Tenn. Shepherd then became a laborer on a construction train under Charles Ross. He remained in that work for some time, was sent to a section at Sharon, Tenn., for a year, and was then transferred to Martin in 1874.

That was the year of the Ed Bailey wreck near Martin. It was considered the most disastrous of that day. A box car slipped from a siding to a bridge on the main line just as Mr. Bailey's train was approaching. The collision caused no deaths, but many were injured. The engine went through the bridge, the fireman was scalded, and Engineer Bailey was dug out

from beneath the wreckage. The track was open to traffic after four days, Shepherd says.

Made Crossing Watchman in 1914

He worked on the section at Martin about seven years, and during that time he had his experience with the yellow fever. In 1881 he accepted a position as baggage handler and porter at the station at Martin, and he continued in that work until he was made the crossing watchman, February 8, 1914.

The Mississippi Central built its track four inches wider than the present standard gauge. All roads in that part were wide then, Shepherd says. When the Illinois Central took charge of the road, the gauge was made standard. Then when cars had to be transferred to other roads, wider trucks had to be put on the cars. The cars were hoisted while this was being done. Sixty cars a day were all that could be transferred at Martin, he says. They were thirty-two feet long then.

Shepherd is a reliable watchman at the crossing in Martin. One can see the driver of each vehicle look to him for the signal to stop or go.

Two years ago he made a visit to the Williams home in Virginia, but found things much different from the way they were when he left there more than fifty years before. The plantation had become smaller by sales of land, and there were only two of the family there—the youngest daughter and son of his master. They were both married and had grandchildren.

"O' co'se they didn't remember me," he says, "but we sho' enjoyed talkin' 'bout dem happy days befo' the wah. Yas 'suh, I hopes to go back again some day."

Started Firing on Wood-Burner

D. R. Staley, engine inspector at Jackson, Tenn., is one of the few employes still in service who have had the experience of firing a wood-burning engine. In 1874 he was firing on the line between Jackson, Tenn., and Fillmore, Ky.

Mr. Staley obtained his first railway position through a friend who was a conductor on the Mississippi Central Railroad. On April 9, 1873, he started as passenger brakeman between Water Valley, Miss., and Jackson, Tenn. The next year he became a fireman, and two years later he was promoted to engineer.

All of the engines were named in those days. His first one was the "Governor J. D. Porter," No. 52. The fireman was kept busier shining brass than he was throwing logs into the fire,

Mr. Staley says. Neither the fireman's nor the engineer's clothes became soiled on a trip in those days. They wore their best suits and white collars. His salary was \$115 a month.

The freight cars then were of 15-ton capacity, and only sixteen of them were pulled in a train during the day. At night the dew on the rails made it impossible for the engines to pull more than fourteen cars at a time, he says.

The change from wood to coal as fuel in his part of the country came in 1882, Mr. Staley says. And in that year he was placed in passenger service at a salary of \$110 a month. He remained in passenger service until 1903, when bad health caused him to give up his run. He then became an engine inspector at Jackson, Tenn., where he remains today.

On July 20, this year, Mr. Staley became a proud grandfather. His daughter's child is now one of his chief interests.

Mr. Staley has a \$2 bill which was issued by the Mississippi Central Railroad in 1873. S. E. Carey was then the president of the road.

Entered Railway Service in 1875

L. G. McMillion, freight agent at Martin, Tenn., has served the company and its predecessors at Martin since 1875. There was, however, a 4-year break in his service between 1879 and 1882, when he resigned to enter school. Since re-entering the service in 1882, Mr. McMillion's name has not been off the payroll:

He entered the service of what was then known as the Southern Railway Association, later the C., St. L. & N. O. and now the Illinois Central, as a porter in the station at Martin, Tenn., in January, 1875. He continued to act as porter and freight handler until January, 1879, when he resigned to enter the public schools of St. Louis.

On December 10, 1882, Mr. McMillion accepted a position as check clerk at Martin. He was promoted to bill clerk in 1887 and to chief clerk in 1889. September 24, 1892, he was made the agent at Martin, and he has continued in that position since.

In the days of the wood-burning engines, Mr. McMillion says, the passenger trains stopped just south of Martin to replenish the supply of fuel. The entire crew and often many passengers would get out to help fill the tender in order not to delay the trains.

When he was first made an agent, Mr. McMillion found the accounting was simple. There were no government reports to make, and there

were only six tariffs, where now they run into the hundreds.

Track "Two Streaks of Rust"

A. C. Lafferty, section foreman at Fulton, Ky., entered the service of the Paducah & Memphis Railroad, later the C., O. & S. W., now the Illinois Central, as a laborer on the section at Rives, Tenn., on May 5, 1876, when the track, as he describes it, was merely two streaks of rust through the grass. The rails were iron, and there was no ballast, he says. The trains could be heard when they were more than a mile away. The wheels passing over the joints made a lot of racket.

Mr. Lafferty had been a laborer at Rives only a few months when he was sent to Gibbs, Tenn., as the section foreman. Four months later, he was placed in charge of an extra gang. He worked on every mile of the line between Memphis and Louisville, he says. He worked from the break of day to dusk in those days, and if serious trouble occurred he was called out at night.

In April, 1886, he became the foreman at Calvert, Ky. He remained there until December, 1889, when he was transferred to a work train to lay rails at Clarksdale, Miss. That work was finished in less than a year, and he returned to the section at Rives. For the next fifteen years, Mr. Lafferty worked at various places along the line, but not more than a few months on any one section. Several times he returned to Rives.

Mr. Lafferty became the section foreman at Clinton, Ky., in 1905. He remained there until 1914, when he was transferred to his present position as foreman of the section at Fulton.

Cigarette smokers are taboo on Mr. Lafferty's section. Besides the loss of time in rolling and lighting cigarettes, he says, he has found those who are in the clutches of the habit to be poor workers. Mr. Lafferty has never used tobacco, and now at 66 he says that his nerves are as steady as they were when he was 21, his age when he was made a foreman.

There has been no derailment on his section, he says, and none of his handcars has been struck. He has never been seriously injured during his forty-six years of service, and he claims not to have been absent from his duties more than a total of eight months in all of that time. The only serious injury to any of his men occurred about three years ago, he recalls, when the lever of a jack failed to catch,

with the result that a laborer's jaw was broken.

Built Second Cairo-Memphis Track

W. F. Woods, extra gang foreman, entered the service of the company as a bridge laborer at Duck Hill, Miss., February 20, 1882. In 1885 he was promoted to bridge foreman and placed in charge of a construction train.

For thirteen years Mr. Woods worked on all parts of the Mississippi division. He helped construct the Aberdeen district and built bridges. We had 60-pound steel rails in use then, and a 5-mile section at Canton, Miss., was the only gravel section between that place and Cairo, Ill. The bridges were all constructed of wood.

In 1898, Mr. Woods was placed in charge of a gang at work putting in the double track between Cairo and Memphis. With the exception of the thirty-eight miles between Gibbs and Curve, Tenn., this work was completed in 1903. He was then made an extra gang foreman and worked at various points on the division.

In 1914 it was decided to build the thirty-eight miles of double track between Gibbs and Curve, Tenn. Mr. Woods' gang was one of ten extra gangs that were placed in that work. The time allotted for the construction was 155 days, but at the end of 135 days the line was open to traffic, he says.

FOR ARRANGING DESKS

The following standards for the arrangement of office desks are suggested by W. H. Leffingwell, management engineer:

1. Standardize the sizes of desks as much as possible. Most clerical work requires no larger than 4-foot desks.
2. Not more than two desks should be placed side by side. Each should be next to an aisle, if possible.
3. All desks should face the same way. Never put desks facing one another; it offers too many opportunities for conversation.
4. The space between desks should be not less than thirty inches.
5. Aisles should be not less than three feet wide; general traffic aisles, not less than four feet.
6. Have cross aisles not more than fifty feet apart. If space will permit more frequent cross aisles, it is better to have one every twenty-five feet.—*Digested from an article, "How to Save Money by Saving Space in the Office," by Appleton Street in Forbes.*

AFTER BUSINESS

T. A. Landrum, agent at Hollandale, Miss., recently addressed an open letter to the business men of Hollandale calling their attention to what the Illinois Central System means to the

town and asking them to support us with their patronage.

His letter, in part, is as follows:

"We are proud of the town of Hollandale; we are glad that what we have to buy can be bought in Hollandale; and we are glad that people of our town get the benefit of this money that is paid out here.



T. A. Landrum.

"Has it ever occurred to you that you, as business men and merchants, reap the benefits enumerated above, and then let trucks, the owners of which live in Greenville or other places, haul your freight to Hollandale, and that these truck owners don't pay one cent of tax in Hollandale and they don't spend their money in Hollandale?"

"We claim to be part of one of the greatest railway systems in the country. We operate good trains that the public may have the means of transportation to go and come at all times.

"The Illinois Central and Yazoo & Mississippi Valley railroads are always in the lead to make this great country a better place in which to live and to make farm life more attractive, and are always glad that they can help to make living conditions reach a higher plain.

"In view of all this, are we entitled to full claim on your business? If so, we want it. It will give our railroads a chance to make a dividend and to make the present good service even better."

"We will appreciate your business, and we are only too glad to give you good service and be prompt and courteous in our dealings with you."

TO WORK IN OREGON

Effective August 15, Sidney Springer was appointed traveling freight and passenger agent, at Portland, Ore., with office at 520 Spalding Building, 267 Washington Street.

HOUSE PLANS FOR OUR READERS

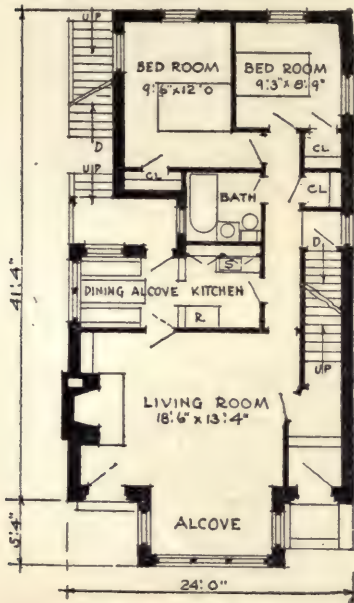
Concrete

Tiring of paying one-third of his income for two rooms, the apartment renter will find a strong appeal in this cozy, duplex home. With the lot paid for and \$1,000, the remaining costs and taxes should not exceed monthly payments of \$30 or \$40 after the rental from one apartment is deducted.

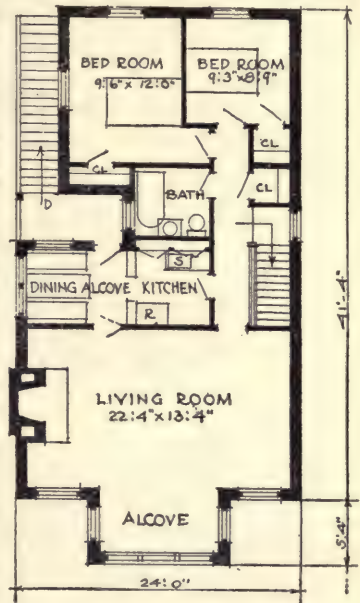
The first and second apartments are almost identical. A large living room with a cheery sun parlor extends across the front. There is a fireplace and plenty of room for a closet or davenport bed. Two cross-ventilated bedrooms occupy the rear, and the bath and

kitchenette are in the center, with a dining alcove and an entry way to a roofed rear porch.

Most city building codes require fireproof construction, and the architect, H. K. Holzman of Chicago, has designed the building for concrete block with an attractive portland cement stucco exterior and a roof of cement asbestos shingle or concrete roofing tile. Up-keep expenses are thus reduced to a minimum. The heating plant is housed in the basement, where the ceiling is finished with metal lath



First Floor Plan



Second Floor Plan



and plaster for additional provision against fire. For additional information address the Portland Cement Association, 111 West Washington Street, Chicago, Ill. For 50 cents

this association will mail you an attractive book of concrete house plans containing also several pages of good advice about the finer details of building.

Recalls Conductors on Louisiana Division

The article about Conductor Charles E. Dunbar of the Louisiana division which appeared in the *Illinois Central Magazine* for July prompted D. W. Streat, editor of the *Roseland (La.) Herald*, to write a reminiscent article about Illinois Central conductors he has known. Mr. Dunbar is the oldest conductor in service on the Louisiana division. Mr. Streat is something in the way of being a veteran himself, only as a newspaper man instead of a railway man. Back about the time of the Chicago fire of 1871 Mr. Streat was a reporter on the *Chicago Tribune*, but for many years past he has conducted *The Herald*. He is known and loved by our Louisiana division trainmen, with a great host of whom he is acquainted. For many years he has "made" the trains at Roseland, and our boys know his familiar figure as well as any of the other landmarks.

Topping the list of his friends comes Ed McMaster, who shares with Charley Dunbar the honor of taking the Panama Limited over the Louisiana division, the two of them heading the conductors' seniority list. "During our many years residence in Roseland," Mr. Streat writes, "we recall the affable Billy Campbell, North Abbott, Billy Moales, Tim Jewett, Dolph Wolf, Martin Arnold, O. C. Betz and Jim Ainsley—all favorably known in years gone by—who passed over the Great Divide."

Ed Moales, now the Illinois Central O. R. C. chairman, is another friend who is mentioned, and Al Broas, Ed Barnes, Charley Clements—"the finest appearing man on the road, now on the 'Merry Widow' run"—Tom Moore, and G. O. Lord.

William Trafton, the Canton, Miss., farmer about whom an article was published in these pages recently, is another, and Mr. Streat calls him "a royal good fellow."

Steve Nall, now retired, Mr. Streat writes, was "noted for his affability and attention to passengers." It is also pointed out that Roseland was named in honor of Mr. Nall's wife, Rosamond Kercheval.

"Next comes Al Loutzenhiser," the story runs, "a man of letters and an all-round mu-

sician, who possesses great abilities for writing and occasionally contributes to *The Herald*."

Then there is John A. Fulmer, "a man of fine physique and tender heart, who is held in high esteem by all patrons, known for his kindness to ladies and little children."

"Another good one is R. D. Robbins," continues the writer, "years ago a freight conductor, but now on passenger run. 'Dick' was noted for being on time with the freight train, and Jim Hoyt, who was local agent at that time, claimed he could set his watch by the train."

A tribute is paid Trainmaster Louis McLaurine, one of the former conductors on the division. Mr. Streat calls him "one of the finest." Henry Ericson, "Wes" Brown, R. E. McInturff, George Muller, John Price, Ed Sharp, Matt Kennedy, Frank Shafer and C. B. Emerich are included.

"The 'bunch' consists of a lot of good fellows," Mr. Streat says, "all efficient, and the Illinois Central Railroad Company should be congratulated on having such a fine lot of conductors in the service."

TO ADVERTISE GULF COAST

The passenger department of the Gulf & Ship Island has received a letter from Vice-President F. B. Bowes of the Illinois Central System in which he states that the railroad will include the Mississippi Coast in the advertisements which will be issued soon for the benefit of winter tourists.

The cities of Pass Christian, Gulfport, Biloxi and Ocean Springs will be specially featured in the folders and other advertising matter which will be scattered broadcast all over the northern and central part of the United States.

In view of the fact the G. & S. I. has decided to put on a through sleeper service between Gulfport and Chicago, beginning with December 1 of this year, no doubt the advertising of the Mississippi Coast cities by the Illinois Central lines will greatly increase the winter tourist business in this section.—Gulfport (Miss.) *Daily Herald*, July 15.



The famous suspended railroad of Elberfeld. By making use of the space above a canal, the elevated road is made possible without obstruction of street traffic.

Railroads of Odd Design From All Parts of the World

Autos now furnish the motive power for the trolleys in Apeldoorn, Holland. Each locomotive is capable of pulling three cars. Before the advent of these gas locomotives the cars were drawn by horses.



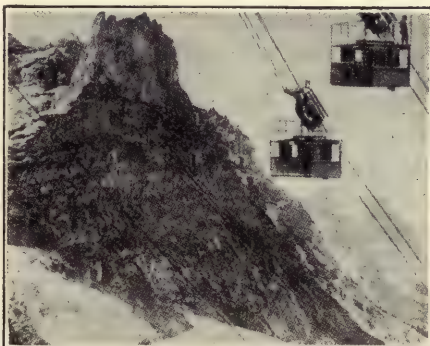
Two airplane engines and propellers, one on each end of this car, drives it at a speed of two hundred miles an hour. The car runs on a regular scheduled time between Berlin and Hamburg, Germany.



This unique torpedo-shaped hanging trolley that does service in Burbank, California, has a seating capacity for sixteen persons. It is driven by a propeller at one end. Such construction is practical only in California's climate.



The Malberg railway at Ems is built to conform to the steep slope of the mountainside. The passenger compartment is built in a series of steps so that the seats are always upright.



Only intrepid Alpine mountain-climbers ascend the Wetterhorn in any other manner than by this cable railway. The peak of this mountain is over twelve thousand feet high.

1922 Keeps Our Refrigerator Cars Rolling

Fruit and Vegetable Traffic Is the Heaviest Ever Reported; Constant Increase in Acreage Seen

By E. F. McPIKE,

Manager, Perishable Freight Service

THE production of fruits and vegetables on the Illinois Central System in 1922 has far exceeded the heavy crop of 1921, which itself was heavier than that of 1920 or previous years. There has been a constant increase in the acreage devoted to such products, for which there is a growing demand in the consuming markets.

The comparative figures given next below cover only freight refrigerator cars loaded with berries and green vegetables at stations on our lines both north and south of the Ohio River during the seven months between January 1 and July 31:

1919	4,014 cars
1920	4,317 cars
1921	4,844 cars
1922	10,113 cars

A substantial increase would also result from the addition of carload shipments of berries and green vegetables between January 1, 1922, and July 31, 1922, loaded at stations on so-called "feeder lines" in Mississippi, Louisiana and Texas, amounting to 521 cars, and connecting line traffic from the Rio Grande Valley, Texas, via Baton Rouge, during the same period, amounting to 3,568 cars, or a total addition of 4,089 cars. This, in connection with the item above of 10,113 cars loaded between January 1, 1922, and July 31, 1922, at stations on Illinois Central System lines, makes a grand total of 14,202 cars, of which by far the greater portion consisted of Illinois Central freight refrigerator cars.

Great Increase in Strawberries

The figures above would be somewhat in-

creased by the addition of cars loaded on tracks within switching district of originating stations on home system lines and on which bills of lading were issued by the Illinois Central

As an analysis, in part, of the business originating on Illinois Central System lines, it may be stated that cars of strawberries moved as follows:

	1922	1921
By express	2,334	1,836
By freight	902	84
Total	3,236	1,920

The movement of green vegetables by cars between January 1 and July 31 from home line stations south of the Ohio River, plus St. Louis division traffic, may be itemized as follows:

	1922	1921
By express	1,049	1,085
By freight	7,538	4,587
Total	8,587	5,672

St. Louis Division Picks Up

As one illustration of the marked increase of fruit and vegetable loading at stations on a single division, the following figures for the St. Louis division are given for the period between January 1 and August 13 during the respective years shown:

	1922	1921
Vegetables, (freight)	357	338
Vegetables, (express)	104	97
Apples, (freight)	529	23
Peaches, (freight)	826	None
Total	1,816	458

The grand total tonnage of all kinds of perishable freight moving over the rails of Illinois Central System lines, including both local and interline traffic, during the six months between January 1, 1922, and June 30, 1922, amounted to 950,457 tons, as against 788,476 tons during the corresponding period of 1921.

How Business Has Grown

As an indication of the yearly volume of the grand total of perishable freight business

*Who saves his country saves all things and
all things saved shall bless him.
Who lets his country die lets all things die
and all things dying curse him.*

— From the monument of a
great Georgian - Ben Hill

handled on Illinois Central System lines, the following figures have been compiled:

Year	I. C. R. R. Tons	Y. & M. V. R. R. Tons	Grand Total Tons
1910	950,994		950,994
1911	1,061,350	46,290	1,107,640
1912	1,069,544	47,922	1,117,466
1913	1,112,964	48,891	1,161,855
1914	1,228,822	65,676	1,294,498
1915	1,295,977	263,225	1,559,202
1916	1,435,080	507,909	1,942,989
1920	1,753,041	407,807	2,160,848
1921			1,688,833

The substantially greater tonnage of perishables handled in 1920 was no doubt partly due to the large volume of traffic diverted to the Illinois Central that year because of the inability of certain competing lines to handle their full share of the business during the period of the switchmen's strike.

The use of refrigeration in transit for the

protection of perishable products has greatly increased, as is evidenced from the fact that the records show that during the six months between January 1 and June 30, 1922, there were 70,143 icings and re-icings performed, as compared with 48,011 during the corresponding six months of 1921, or an increase of 22,132.

Good Bonding Important in Signal Work

The following paper was presented at one of the recent educational meetings of the Illinois division signal employees. It was prepared by a committee which studies bonding:

Bonding is one of the most important things that go toward making track circuits for automatic signals and route locking through interlocking plants nearly perfect. Without proper bonding, track circuits would not give efficient service, because, no matter how tight the angle bars are put on the rail, sooner or later rust would form between the two and set up a high resistance, causing a drop in the current flow, which in a track circuit of any length would mean at the relay end there would not be enough current to pick up the relay, causing track failures.

Bonding should be perfectly done, or as near that as possible. First a 9/32-inch hole should be drilled three inches from the end of the angle bar and the holes three inches from that. The holes should be drilled the way that the channel pin is to be driven, when possible to do so, as the hole is larger where the drill enters the rail, and the channel pin, being tapered, will give a long and better fitting contact. Then bond wires should be bent on both ends, so that when the channel pins are driven the bond wires will follow the pin back through the rail. By bonding this way, there will be no tendency to break the wires by striking them, which would be done if wires were bent down.



Bonding. The top wire shows the way the wire is bent before it is applied to the rail. The second wire shows the way the wire is bent after one end has been applied and the loop is made to apply the other end.

The short bend should be bonded first, then bent down to its proper place; then the wire should be twisted so that the loop goes into the hole without being under a twist.

A large or heavy hammer should be used in bonding in channel pins, as a light hammer does not drive the pin in far enough and also batters the end of the pin, so that it cannot enter the hole far enough.

A track circuit, under the very best conditions, has a small margin of current to work on, on account of zinc treated ties, ballast touching rails between ties, dirt and mud in road crossings, salt drippings from cars, and sulphur in cinders, which have a tendency to short out the track circuit. So the better you have your bonding, the better condition your track circuit will be in.

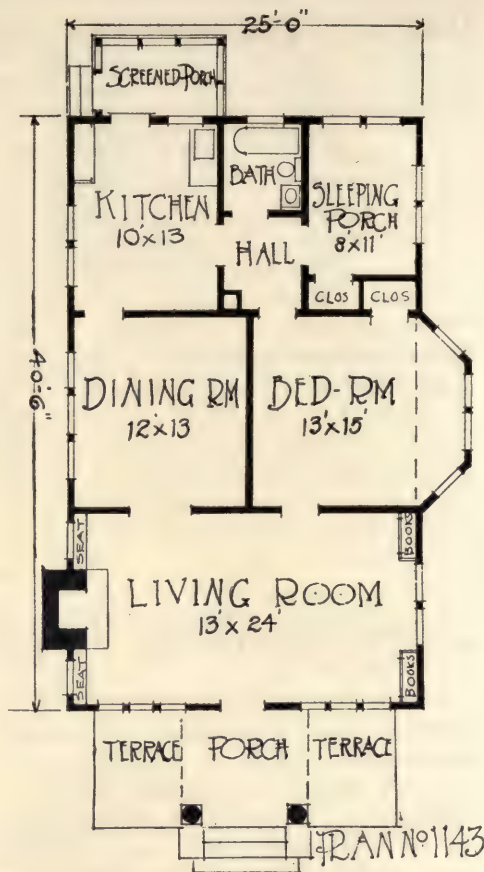
HOUSE PLANS

Southern Pine

Interest in home building does not seem to be confined to any one particular part of the Illinois Central System. So far, the requests for the modern homes booklet of the Southern Pine Association, which is to be obtained free of charge through this magazine, have come from Paducah, Ky., New Orleans, La., East St. Louis, Ill., New York City, Waterloo, Iowa, Vicksburg, Miss., Peotone, Ill., Flora, Miss., Chicago, Ill., Mounds, Ill., Clinton, Ill., Haleyville, Ala., Palestine, Ill., Princeton, Ky., and Memphis, Tenn.

This month we present a 5-room house with a living room that ought to please anybody, since it occupies the whole front of the house. The sleeping porch at the rear really makes it a 6-room house with two bed-rooms. A terrace adds to the size of the porch in front, and a good growth of creeping vines ought to make it cool and cosy at the time a porch is likely to be used. Adequate light and ventilation are provided for, as can be noted by counting the windows and doors.

Remember, the booklet has fifty plans like this, and it is free upon application to the magazine.



Our Pension Department Much Appreciated

Some of First Retired in 1901 Are Still Living, More Than 90 Years Old and Full of Loyalty for System

The statement shown on page 131 of our August issue and printed as one of our monthly statements in the newspapers on our lines has aroused new interest in our pension department. Here are additional facts about this branch of our organization:

IT has been often asked whether the employees of the Illinois Central System appreciate the provisions that have been made for them in the way of pension when they are obliged to retire from active service. As indicative of the spirit in which the pension system is held by the employees, the letter reprinted below, bearing indisputable evidence on this point, is only one of large numbers of voluntary expressions:

"In being notified December 2 of being placed on the honor roll, with pension, I thank each and all my superior officials for many acts of kindness and favors they have shown me in the long years of service I have been with the Illinois Central Railroad.

"I hope and pray all the good officials of the Illinois division will live and enjoy the best of health and enjoy their position as much as I enjoyed mine. It is with regret, on account of old age and health, I asked to be retired.

"Gentlemen, I again thank you, thank you from very bottom of my heart for your kindness to me."

Our System a Model

The Illinois Central was the third railway company in the country to establish a pension system for its employees, having been preceded a few months by the Pennsylvania and the Chicago & North Western. The Baltimore & Ohio, however, had a pension provision in its relief system which had been operative in a certain way for several years. The Pennsylvania and Chicago & North Western pension systems were originally based on a total service requirement of thirty years, whereas the original service requirement of the Illi-

nois Central was but ten years of continuous service, as distinct from total service in the two pension systems which had preceded it, and it is worthy of note that nearly all of the systems which have since been adopted have embodied the feature of last continuous service as a fundamental requirement, and there are today but very few large railroads in the United States that do not have pension systems.

The Illinois Central system last year paid out \$275,734.20 in pensions, and at the close of the year was carrying the names of 684 retired employees on its pension rolls, who were receiving pensions averaging \$34.76 a month, based on an average term of last continuous service of thirty years. There were 164 employees retired on pension last year, and the retirements for the first six months of this year have been at the same rate. Probably more than \$300,000 will be paid this year.

Some Pensioners More Than 90

Many of the pensioned employees who were retired with the institution of the pension system, July 1, 1901, are still receiving their pension regularly each month, as they have done since the date of their retirement, and several of these are now upward of 90 years of age, the oldest being over 93.

Since the adoption of the pension system,



Secretary Burt A. Beck at his desk.

July 1, 1901, 1,511 employes have been retired. Of this number, there were nearly four times the number of voluntary requests for retirement on the part of employes compared with the retirements where the initiative was taken by the company. In some years it has run as high as eight voluntary requests to every involuntary request.

The pension system provides for retirement and pension of employes on reaching the age of 70 years (although arbitrary retirements at this age, temporarily discontinued in 1917, have not as yet been resumed) and for all employes after twenty-five years of service (fifteen in special cases) who have become unfitted for duty.

The pension department is administered by a board of officers known as the board of pensions, at the present time composed of A. E. Clift, general manager, chairman; F. B. Bowes, vice-president in charge of traffic; R. W. Bell, general superintendent of motive power; F. L. Thompson, chief engineer; Dr. G. G. Dowdall, chief surgeon; W. D. Beymer, assistant to vice-president in charge of accounting and treasury departments, and Burt A. Beck, assistant secretary and secretary of the board of pensions, and in charge of the actual administration of the pension department. All of the members of the board of pensions have been in the service of the Illinois Central System for from eighteen to forty-six years. The board of pensions holds its meetings once a month at the office of the pension department in Chicago, where the records of the pension depart-

ment are kept. These records comprise in part the early payrolls, running back to the date of construction of the railroad, and from these records the services of employes are determined.

Loyalty of Pensioners Unquestioned

One of the results of the pension system which is a real asset has been the building up and retention of the spirit of interest in and loyalty to the company on the part of the pensioned employes. Once an employe is placed on the pension roll of honor, he is assured not only of the receipt of his monthly check during the balance of his lifetime but of the continued interest of the company in his personal welfare.

Pensioned employes are not only permitted to engage in other occupations, but are frequently assisted by the company in the securing thereof, provided such are not detrimental to the company's interest—and it is with no small degree of pride that the company can point to the fact that no pension has ever been discontinued during the lifetime of a pensioned employe for any reason of misconduct or other detrimental act.

Every pensioned employe is given an annual pass for himself and wife over the system, and whenever he or any member of his family has occasion to travel over foreign lines the company willingly obtains him transportation for that purpose. That the interest of the pensioned employes and their loyalty to the company can be counted upon has been many times evidenced by their willingness and readiness to return to active service.



Nothing hump-backed like this on our line. What a panoramic camera did to a Big Four engine and track. Original photograph in possession of G. W. Schroeder, stationery store-keeper, Chicago.

Hospital Department

Sanitation—A Development of Many Years

SEVERAL years ago Monday was wash day, Tuesday was devoted to ironing, and so the week progressed, Friday being set aside for cleaning, another day for baking and so on until the house was in order—but that was several years ago when cleanliness was considered next to godliness. The housewife was justly proud of her house and kept it spotless and shining from a deeply rooted feeling of personal pride, which her mother before her had carefully instilled into the growing child.

The art—and it is an art—of being a good and competent housewife was a fundamental in the home educative idea, and the teaching was eagerly absorbed by the growing children, who as eagerly looked forward to having homes of their own and to keeping them as spotless as mother's.

This was cleanliness, and so accepted and spoken of, the body of the cleaner being as carefully cared for as the dwelling. On Sunday, with the house spick and span and with the body neat and clean and covered with freshly ironed clothing, the governing principle, the mind, slowly growing and expanding under the careful home tutelage, was taken to church and given spiritual instruction.

Old-Time Sanitation Effective

Nobody said anything about "Sanitation"—the word was hardly known, much less spoken and discussed—but everybody had the idea of cleanliness, and the competitive efforts of the housewives resulted in complimentary remarks about the neatness of "Mrs. Smith's house," with the resulting cultivation in the mind of "Mrs. Jones" of the ambition to have her house spoken of in equally flattering terms.

The years have rolled on, and our knowledge has grown apace; the idea of cleanliness has spread to varieties of "dirt" other than household dirt; we are beginning to learn that it is not necessary to be sick, that by proper preventives the particular

germ which produces disease can be driven off or killed, and health can take the place of disease—and it is only a furtherance of the old idea of cleanliness which our mothers carefully taught us. Cleanliness is the foundation idea, the corner-stone, upon which the beautiful edifice of health rests.

Dirt may be considered as the cause of disease—but there are many kinds of dirt. Two classes comprising the whole field are spoken of as macroscopic and microscopic dirt—in other words, the dirt which one can see and the kind which cannot be seen except by the aid of a powerful microscope. The first class is as dangerous as the second and often productive of the second; therefore, the world is waging an unceasing war against dirt in all forms and varieties.

The How, When and Why

It is one thing to fight and another to know how to fight—a person may have the strength, but without the knowledge to direct and apply it properly he may be defeated. Great effort is being made today to teach the proper application of the cleaning principle—the how, the when and the why.

The "how" is the means by which the cleaning is accomplished: brooms, mops, soap and water, antiseptics, serums and bacterins. The "when" is the frequency with which the cleaning instruments are used in order to accomplish the maximum of cleanliness and keep the structure up to this standard. The "why" is the reason for doing these things and the manner in which the results are accomplished, a very necessary factor in the educative idea and the one which more than all others will lead to the perpetuation of cleanliness. In this age of reason and education it is not sufficient to tell a person to do a thing a certain way; one must explain why it is best to do it this certain way in order to interest and educate the person instructed; in this way only will the idea be carried on unceasingly

and without unpleasant and suspicious supervision on the part of the instructor. Another factor in the production of improvement by telling "why" is that the train of new ideas stirred up in the mind of the person instructed will often be productive of new methods which are a vast improvement over the old.

Illinois Central Active

The Illinois Central is striving to teach the principle of cleanliness and to cultivate that idea among all its employees; first, for their individual betterment; second, for the greater satisfaction of the patrons of the road, and third, that our reputation of being the cleanest road in the United States may be maintained. It is not desired that the fight be waged by one department, but by all concerned and for the good of all concerned. Co-operation is directly productive of great results. This means that every employe must do his part willingly and intelligently—the smallest factor is directly contributive to the great result—the neglect to clean a window or sweep a floor is just as serious and damaging as the hasty and impolite word spoken to a passenger or the neglect by an agent to inspect his station property each morning to see that his instructions have been carried out.

In due time a standard method of accomplishing cleanliness will come to the surface, but with changing and improving ways of accomplishing results this standard will be constantly advancing. The standard now maintained by the Illinois Central is almost daily being pushed upward, and greater demands are being made by county, state and national government.

TWO MORE LIVES SAVED

For the first time since it was put in the service, the Illinois Central's fast train south-bound which goes through Arcola about 4 o'clock in the afternoon stopped here. The stop was made for Silas Williams and a young man named Marstella, who is visiting at the home of his grandfather, J. C. Olmstead. If the train had not stopped, the two young men would now be fiddling on a golden harp. They were walking along the track beside a freight train that was passing through the city, and the noise of the freight prevented them from hearing the approach of the flyer coming up behind them. Fortunately the engineer of the fast train saw their danger, and suspecting that they did not know of their danger he set the emergency brake, bringing the train to a stop. As it was, the boys narrowly missed being struck by the locomotive of the flyer.—Arcola (Ill.) *Arcolian*, July 20.

Our Monthly Roll of Honor

Below is a list of employes retired at the meeting of the Board of Pensions July 28:

Name	Occupation	Years of Service	Date of Retirement
Augustus J. Smith.....	Draftsman, Engineering Department.....	20	3/31/22
Lester L. Chambers.....	Agent, Kentwood, La.	17	5/31/22
William B. Morgan.....	Train Baggage-man, Wisconsin Division.....	43	5/31/22
William Stemme	Wood Turner, Burnside Shops.....	27	5/31/22
Jerry Conway	Car Cleaner, Chicago Terminal.....	21	6/30/22
Frank Vito	Laborer, Chicago Terminal.....	32	7/31/22
Edward I. Upton.....	Chief Clerk, East St. Louis, Ill.	31	7/31/22
Elmer E. Wilkinson.....	Foreman (B. and B.), St. Louis Division.....	40	7/31/22
Domenico Genovese	Laborer, Burnside, Supply Department.....	25	7/31/22
Y. & M. V. R. R.			
William C. Thompson.....	Engineman, New Orleans Division.....	30	4/30/22

The following deaths of pensioners were reported:

Name	Occupation	Date of Death	Term as Pensioner
Frank M. Williams.....	Conductor, Illinois Division.....	6/16/22	2 months
James Culton	Commercial Agent, Traffic Department.....	6/30/22	4 years
Willis Walkup	Carpenter, Indiana Division.....	6/15/22	19 years
Billie Williams (Col.).....	Hostler, Mississippi Division.....	7/4/22	3 years
Ivory Boynton	Stationary Engineer, Burnside Shops.....	6/5/22	9 years
James Flaws	Carpenter, Burnside Shops.....	7/3/22	15 years
John O'Connor	Section Foreman, Chicago Terminal.....	7/22/22	3 months
Henry Hunt (Col.).....	Fireman, Memphis Division.....	7/20/22	1 year

THE SWASHBUCKLER

By HORACE

Short Story—Complete in This Issue

THIS is a sweet and pretty love story, if you care for that kind. With a smack of red-blooded adventure to give it a tang. Ah, good! you say, with a slight tingle of expectation; a threadbare theme, but possessed of the wonderful attributes of eternal youth withal. Love may grow doddering and silly, but never old. And adventure is the nutmeg sprinkled on the custard; it adds filip and zest.

Roscoe Rogers would soon be 20 years old. This stirring tale begins in winter time, shortly after the advent in the bustling county seat town of Corning of the Page family as a direct result of Sampson Page's having been elected treasurer of and for the said County of Washington, state of—it does not matter. Samps and his household came in off a farm down in Fremont Township. They brought a cow and chickens and a bay buggy-mare and a dog and cat. And, oh, yes, Mrs. Page and a young lady daughter. The daughter was 18 and—and—but wait. Well, anyhow, her name was Dorothy May.

Roscoe Rogers, born in Corning, had shot up from freckled childhood to a sort of hoarse-voiced, blatant youth. People generally conceded that Roscoe was a hard-boiled proposition. Early in life he could easily out-swagger and out-yell most of his associates, and he grew in boisterous assurance as he added inches to his stature. His type was wholly and rudely masculine. Noisy, ribald, rough and tumble, devoid of mincing airs or graces, he despised girls as utterly insipid. He was a natural noise-maker. The variety of ear-splitting devices he owned and operated was appalling to think of.



Roscoe, in the low bass parts, could rock the cradle into profound abysses of the deep.

Staid and serious folk, whose own parlous youth lay long-buried under the sear and sodden leaves which drift down from the tree of self-righteousness, looked askance at Roscoe Rogers. Which disturbed him a lot—not.

As he advanced along the ragged if not rugged road which winds upward from the sunny valleys of childhood to the bosky glens of adolescence, the finer usages of quondam respectability irked him. He became an exponent of the larger emancipation, living the life of a true barbarian. During the summer he fished and hunted, and in winter he followed the highly-scented vocation of fur-trapping, ranging the hills and hollows of the surrounding country side. Generally, he was in bad order with the esthetic portion of society.

So, one day in January, having disposed of his latest accumulation of peltries at good prices, he lingered on the sunny side of the courthouse yard in a state of isolated idleness. He jingled his earned increment with the serenity of mind which might have been felt by the original Astor, who was by way of being some fur-trader, 'tis said. He diffused a fragrant nimbus of—no, that was something else—.

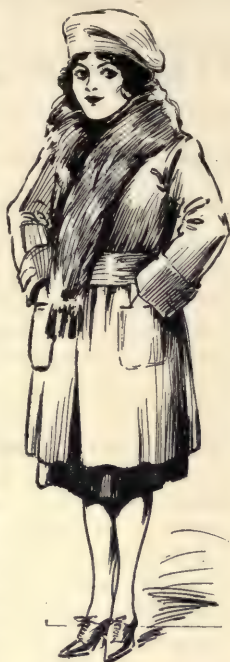
Then he saw two girls tripping along the sidewalk. He was well acquainted with one of them; he had been contemporary with her in grammar school and, a little more briefly, in high school.

Her name was Felicia Carpenter; her father was cashier or something in the First National Bank; he mechanically noted that she was wearing a neckpiece and muff of alleged fox skin, probably a Christmas present, from the look of newness thereof.

The other girl was a stranger to him. Her furs were black and elegant; at a hazard, he identified them as Russian sables, unsuspecting that they were in reality cunningly fashioned of common house-cat skins. The girl herself claimed Roscoe's discriminating eye. She was prettier than one of those \$12 bisque dolls which opens and shuts its eyes and says,

"Mama." Felicia was a creamy blonde, but Roscoe had two or three blonde sisters and didn't care for 'em particularly. But the new girl was a blue-black-haired brunette, with eyes like round pieces of anthracite coal—or anything else you like, just so it's jetty and sparkling.

Girls may not mean mischief when they glance sidelong from under demurely lowered lashes at a young man. A girl's eyes are as providence made them, of course. Shall she, perforce, be compelled to wear blinders like a horse when she walks abroad? If you asked a horse to decide, very likely he would say, "Neigh."



Roscoe was smitten of Dorothy May Page's endearing young charms.

Who is competent to chart the panicky oscillations of the compass needle when it is exposed to the magnetism of the pole? How greater then shall be the task of him who attempts to follow the tortuous mental trail of Youth bitten by a love bug. Youth has its own system of logic, a system which seems sometimes to maintain that the longest way around is the shortest cut across. But a boy will climb a gate and be gone while your long-whiskered philosopher stands fumbling and maundering at the rusty latch.

Let it then suffice to say that Roscoe was smitten of Dorothy May Page's endearing young charms in the flick of an eyelash. And it may be that she hadn't seen him at all. Maybe she wouldn't have admitted it if she had seen him—.

One day as he made the rounds of his traps the plaintive notes of a peewee gave him an idea. Probably it wouldn't have given you the same idea, but never mind. He hastened home and spent the rest of the day rehabilitating himself into a semblance of respectability—bathing, bay-rumming, barbering, and deodorizing. Then he attired himself in his best, or Sunday, suit, long wrinkled from disuse, went

down town and bought a new, modish cap. Later he proceeded to mobilize certain of his more refined friends. When the shades of evening descended, this devoted company, burdened by various stringed musical instruments and aglow with the fervor of minstrelsy, foregathered in the Page dooryard and rent the stilly night with the strains of serenade. They were true troubadours. Their repertoire was vocal as well as instrumental. Ballads like "Way Down Yonder in the Cornfield" and "My Old Kentucky Home" added to the charm of "The Spanish Fandango" and "Sebastopol." A youth named Hinote, by a peculiar fitness, sang first tenor. His upper register was as shrill as the squeak of a mouse. Roscoe, in the low bass parts, could rock the cradle into profound abysses of the deep.

The serenaders gave their complete program in the shadows of the darkened house without obtaining the slightest hint of appreciation from its inmates. Finally they stole away somewhat chastened and discouraged. It was considered the proper thing always to invite nocturnal visitants of this kind inside and pass cake or some such material evidence of friendly esteem, but the Pages, it seemed, were not responsive.

An hour later, Dorothy May and her parents returned home from playing High Five at the Carpenters'.

The big snow fell a few days afterward. It covered the earth with a chaste mantle nearly a foot in thickness, as described by the *Weekly Times-Herald*. Snow meant coasting. And the premier coasting hill in town was the long, slanting street which ran past the old Judge Barnes mansion, leased and occupied by the parents of Dorothy May Page. Even while the last scattering flakes of the snowstorm lingered in the air, scurrying crowds of little people converged upon the hill—apple-cheeked little maids and shrill-voiced, officious urchins. But these were revelers of the daylight hours. A more formidable host appeared with the day's departure—lusty, hoarse-throated boys in chromatic sweaters and young women in knitted mufflers and coquettish tam-o'shanter.

Roscoe Rogers was a notable figure when coasting was in vogue. He owned a brobdingnagian bobsled nearly twenty feet long, a veritable super-dreadnaught of the snows. It was equipped with a great headlight made of an electric lantern, and a complicated arrangement of gongs and horns—motor-car horns, one a

squawker and the other a fearful ratchet-gear'd affair that would trumpet like a wounded elephant. Hitherto, Roscoe had not permitted girls to ride on his bobsled. He made an exception in the case of Dorothy May, however. And presently his ribald male cronies found themselves repudiated.

Dorothy May was the gayest coaster of all. She appropriated the seat of honor next the steersman, who, in a wonderful green and yellow striped sweater, piloted the clanging, shrieking, uproarious craft down the long speedway, a demoniac ship of pandemonium cleaving the night's brooding serenity. Dorothy May found it easy to walk back up the hill if she clung to a certain strong, green-sweatered arm.

The touch of soft fingers on his sleeve made the young man light-headed. He roared and shouted volleys of raucous satire at other coasters. He cut antics. He disturbed the peace of patient and long-suffering burghers half a mile away.

Mrs. Sampson Page took the lead in opposition to the nightly disturbance. One of her first moves was to forbid Dorothy May from participating in such barbaric revels. The following night there was a noticeable absence of something in Roscoe's life. He missed the sparkle of certain demure dark eyes. Later he led a reconnoitering party into the Page yard. Guarded signals were made. And presently an upstairs window was cautiously raised. A wistful face was seen.

"Oh, you beautiful doll!" brayed Launcelot, "Show some speed. You're late."

"I can't come out," Dorothy May confided. "Papa and mamma have gone to prayer-meeting at the Methodist Church. Mamma said I shouldn't coast tonight."

"Aw—that's a shame!"

"Come on out, anyway!"

"You don't need to stay but a minute."

A chorus of protests and suggestions rose. Dorothy May confessed that her parents had virtually left her a prisoner with the doors locked.

Zounds! Then Roscoe had an idea. He found and brought a ladder, and the lorn maiden was coaxed, dared and browbeaten into descending. She was to ride down just once and return to her cell in the castle tower. But Cinderella always overstays her allotted time. One ride only called for two—and time flies.

Sharp-eyed parents homeward bound untowardly early discovered the tell-tale ladder.

Ho, warders! Out, varlets, a rescue! A rescue!

The maiden was found on Roscoe Roger's bobsled. He erred in begging the question. Mrs. Page's wrath inundated him. "Rowdy! Ruffian!" And the lad was not schooled in the fine niceties of tact and self-restraint.

"Say, but you're some fussy old hen, though! Who do you think you are, anyhow? The Duchess of Dinwiddie, or what? Yah! Go away somewhere and hate yourself!"

Rude and clumsy repartee, even for Roscoe, but he was stirred by a mighty rage. A hawk was about to despoil him of his pet dove.

Some graceless ruffian in the group, inspired by his chieftain's burst of defiance, threw a snowball at the broad back of the departing duchess. The missile hit Dorothy May. She turned, righteously angry and addressed the luckless Roscoe.

"Oh, you are perfectly horrid!" she said. "I'll never speak to you again. You—you haven't even the first principles of a gentleman!"

The next day saw a man with team and wagon unloading and spreading liberal quantities of cinders on the speedway. Coasting was over temporarily on the Page hill.

Roscoe's soul was gnawed by the fangs of a poignant bitterness—for a few days. He had made a sorry mess of his first grand passion. He walked past the old Judge Barnes place once or twice. He saw his divinity finally, She tilted up her nose at him. Wo and alas!

Nevertheless he steeped his lacerated heart



Dorothy May appropriated the seat of honor next the steersman, who, in a wonderful green and yellow striped sweater, piloted the clanging, shrieking, uproarious craft down the long speedway.

in an infusion of vain regrets. He held no rancor toward Dorothy May. He even sent her word that he was guiltless of the snow-ball which had rent the silken net of true love, so to speak. She accused him of deliberate fabrication.

Spring came. Roscoe felt moved to write poetry. He spent hours composing verses to raven tresses—verse filled with a tragic and divine melancholy. Meantime, he got a job driving a grocery delivery wagon. But the Pages didn't trade at that store.

Came summer and, in the natural course of time, circus day. Now, circus day in a county seat town is an event of some moment. A day of days! First there's the arrival of the show-trains and the unloading of the strings of cages and wonderful paraphernalia. Then there's the spectacle of putting up the big tent and all the little tents, succeeded by the glittering pageant of the street parade. Roscoe, along with many other youths, did not work at his regular job that day. He followed the bewildering excitements of the hour.

The afternoon performance began at 2 o'clock. It was a hot and humid day. The knowing school of goosebone prognosticators opined that the day boded fair to be a weather breeder. In spite of that the big top was filled with a great crowd. Roscoe Rogers was one of the first ones inside. He chose a seat where he could command a view of all three rings. A little later, something else intervened to distract his alert attention from the big spectacle. Dorothy May Page and her mother, the redoubtable duchess, came and sat half a dozen tiers of seats below him. All the county officials had been given free tickets. The twain were quite oblivious of the young man's presence in their neighborhood. He thrilled with a delicious sense of nearness to one whom he deemed fairer than all the houris of Mahomet's paradise.

A circus is, after all, simply a circus. It conforms to a rigid precedent. The circus of today is the same as that of yesterday and tomorrow. It has the same glittering animation, the same gilt and tinsel and animation. Every adult has one time or another been constrained to escort the children to see a circus, so elaborate description is trouble wasted. But if you haven't been present when a storm came up and blew the main tent down, you have, after all, missed something.

The weather became more boding. The air was close, sticky, stifling. Presently there

sounded the grumbling mutter of thunder. A few timid persons went out, but the majority remained. The performance went on. The band played, and aerialists spun and whirled dizzily on their lofty perches. Clowns cavorted and bareback riders danced like butterflies around the sawdust-spread arena.

Then, abruptly, the roar of howling winds sounded outside. The tempest burst with a fusillade of rain and the clatter of a mighty blast. Ropes strained and creaked, canvas flapped and fluttered. Women screamed and babies cried. The guard-ropes on the windward side gave way under the tug of the gale's brief but boisterous onset, the tall supporting-poles swayed drunkenly—then down came the whole vast canopy. The big poles fell away from the side where Roscoe was sitting. But he found himself covered by clinging folds of canvas. Around him rose the bellowings of frightened people. Uproar did not disconcert Roscoe Rogers. Noise was his element. He slid down underneath the tiers of seats and made his way toward the spot where Dorothy May and her mother had been sitting.

He found them directly, wedged among a scrambling chaos of people and swathed in smoke-stained, wet cloth.

"This way," he said briskly, lifting the canvas with one hand and dragging the girl first to sanctuary behind him, then the larger bulk of her mother. "Stay right behind me," he ordered, "and I'll find a way out as easy as—shootin' fish—"

The property tent or some other part of the show structure had collapsed behind the main tent and blocked egress at that point. Roscoe edged along, lifting the canvas for the others as he went. Dorothy May clung tightly to his belt on one side and her mother on the other. He swelled with a mighty, danger-defying, dauntless daring. He rather hoped that a few lions and tigers had escaped and would presently menace them so that he could vanquish three or four bare-headed. But none appeared. The wind had ceased, and only a few drops of rain pelted the tent which impeded their progress.

Roscoe stopped, felt in his pocket and brought out a large pocket-knife.

"I'm tired of fooling around under this thing like a needle in a haystack," he growled. "Here's where we go through," and with that he started slashing. It isn't easy to cut stout duck that yields and gives to one's efforts from all sides. But he got a rent started at length,



A prodigious hole through which the three emerged into the balmy and moist air of the storm-swept afternoon.

and the rest was only a matter of persistence. He lacerated and tore a prodigious hole through which the three emerged into the balmy and moist air of the storm-swept afternoon.

The first person they saw was a circus roustabout whose face bore a forbidding frown as he stared at the slashed canvas.

"Say, you fool farmer!" he shouted. "What d'you want to cut the tent all to pieces that way for when you could a lifted it up and walked out from under? You jays make me sick. But I guess they don't hand the brains around to hurt in these hick settlements."

"Shut up, you big—," Roscoe began, and then remembered his gentle companions. He must not forget that he was a gallant gentleman. "I—I reckon that's right—," he finished mildly. "I beg your pardon, Mister—."

"Nonsense!" It was the outraged duchess who spoke. "Your miserable tent ought to be cut into carpet rags, by all rights. How dare you say a word to this gentleman? He saved our lives. He is a hero. My husband is the county treasurer, sir. Just you open your ugly face to object to this young man's actions, and I'll have you arrested!"

"Say, but you're some fussy old hen, ain't you?" sneered the man. "What do I care who your husband is? Who do you think you are—the duchess of—."

"You roughneck!" roared Roscoe as he gathered a convenient piece of tent-stake and fell upon the foe.

The circus minion gave ground and promptly retreated, yelling for reinforcements, around a

clutter of wagons. Roscoe threw down his bludgeon and, with a lady on either arm, stalked proudly toward the street, where they mingled with the throng which laughingly or ruefully began to emerge from under the overturned tent.

"I—I'm glad you weren't neither one of you hurt," he said politely.

"Yes, it was lucky for us you happened to be there," Mrs. Page said in a burst of gratitude and effusiveness. "Dorothy May, aren't you going to thank him?"

"Thank you so much—Roscoe," she said dutifully. "It was wonderful of you. I'd like to have you come some evening and play croquet—if you care to—."

"Would I?" murmured Roscoe Rogers. "Gee! I'll sure be there—."

EXPECTANCY OF LIFE

The life expectancy of the women of Illinois is 57.57 years and 55.01 years for the men, according to the life tables for cities and states just published by the United States Department of Commerce. For residents of Chicago the periods are shortened, being 55.33 for women and 52.19 for men. Illinois ranks sixteenth in the table for longevity of its residents.

Chicagoans live longer than New Yorkers, the statistics show. And Pittsburgh occupies the cellar position in life expectancies, the tabulations indicating the natives are to look forward to only 47.16 years of life.

Washington heads the cities with an expectancy of 58.83 years for men and 59.83 for women.

What Patrons Say of Our Service

Some Rapid Service on Freight

The following letter has been received by M. Dorsey, agent at Mattoon, Ill., from H. A. Chuse, president and general manager of the Chuse Engine & Manufacturing Company of Mattoon:

"We were very much pleased when we learned that the two cars recently shipped to Highland, Ill., reached their destination within twenty-four hours after leaving Mattoon. We consider this very fine service and beg to thank you for it."

Service Unseen but Faithful

The following letter was written to President C. H. Markham by Bernard Gruenstein, 307 Calumet Building, 114 North Seventh Street, St. Louis, Mo., while on one of our trains near Memphis, Tenn., en route from New Orleans to St. Louis:

"I know you must be an extremely busy man, and I have my doubts that this letter will ever be passed over to your desk, but, on the chance that it may be, I will risk the time and trouble of writing it. This letter is about a very humble and obscure negro chef whom I have just watched for half an hour. I am informed his name is Walter Cannon, and he has been in the Illinois Central service seventeen years, which in itself must be a remarkable record.

"I was attracted to Walter by the tasty dinner he had prepared to my order. After tipping the courteous waiter, I went back to the kitchen to tip the cook—an unusual proceeding, I admit. After tipping him, I watched him at close range from the doorway. Let me say at once that if every Illinois Central employe were as industrious and as consecrated to routine tasks as this lowly negro, whom the public never sees, seemed to be, the Illinois Central would become the world's greatest public servant, barring none. As I watched Walter I was fascinated by the sheer devotion to duty that was so obvious in every expert move he made in his tiny domain beside the steaming ranges, and I said to myself: 'That's the stuff that makes our American corporations invincible.'

"Only a negro, Mr. Markham, but if all your great army of men were half so faithful you would never have to invite constructive criti-

cisms or suggestions from the public. I am intensely Southern in all my sympathies, but I do want to pay this just tribute to a competent servant, whom I shall never see again, in all probability. I care not a tinker's damn how black his skin may be. There is so little fidelity to duty now that perhaps it is well to single out a case of it from so unexpected a quarter.

"Of course, Walter knows nothing of this letter, but I write it in the spirit of encouragement in the railroad's hour of trial. Of such men as Walter Cannon are America's greatest railroads built."

A Good Impression in the East

The following letter was addressed to J. J. McLane, our eastern passenger agent in New York City, by Jerome Hurley, Broadway, Pine and Welsh streets, Camden, N. J., who handled transportation arrangements for Eastern delegates to the recent national meeting of the Lions' Clubs at Hot Springs, Ark.:

"I am writing you to thank you for the efforts that you put forth in making the trip of the Eastern delegates to Hot Springs a most pleasant and enjoyable one.

"On behalf of these thirty-six delegates, I want to voice their appreciation for the excellent service and courtesy that was extended these men throughout this journey.

"I received the pamphlet that you mailed, on the Panama Limited, and I am pleased to say that I used this train out of Memphis to Chicago, with Mr. Gorman; the two of us had a compartment. The train is all that you claim for it. It is without exception one of the finest that I have ever traveled on.

"Again I thank you for making the wonderful arrangements for us and trust that at some future date I may have the pleasure of seeing you."

Appreciated Suburban Service

The following letter concerning Illinois Central suburban service during the recent street car and elevated strike in Chicago was addressed to President C. H. Markham by Miss Laura W. Clark, 5315 Blackstone Avenue, Chicago:

"May I speak a word of commendation for

the Illinois Central people at the various stations during the past week? I am a regular commuter, but this week necessitated more use of the I. C. than usual, as it was necessary for me to get the people going out from the United Charities for their summer outing-downtown via the suburban. All of the Illinois Central people showed unusual interest and helpfulness particularly the ticket puncher at Woodlawn station in the morning. I understand her name is Mrs. Osborn. I certainly do appreciate this and believe you might be interested in knowing of it."

Received Special Attention When Ill

The following letter to President C. H. Markham is from E. S. Thompson, president of Thompson Brothers & Price Com-

pany, 66-68 Huling Street, Memphis, Tenn:

"Enroute from New Orleans to Memphis—on your train No. 2, I think it was—on June 10 I took violently ill with what later developed to be ptomaine poisoning. I write today, desiring to express to you as president of the road and to the conductor on the train, through you, my sincerest and deep appreciation of his having held the train at McComb City and assisted materially in getting a doctor.

"It affords me much pleasure to state, Mr. Markham, that while ill I received every consideration possible at the hands of the various employes of the Illinois Central with whom I came in contact, which policy of your road I very deeply appreciate."

How to Figure the Earnings of a Railroad

The statements of earnings of the railroads which are published monthly and annually are made up of the following items:

Operating Revenue—This is the total receipts from operating the railroad. Usually about 70 per cent of the operating revenue is from freight, 20 per cent from passenger traffic and 10 per cent from mail, express and all other transportation charges.

Operating Expenses—From the operating revenue is subtracted the operating expenses, the principal items in which are wages, fuel, material and supplies, maintenance of equipment and maintenance of way and structures. The largest single item is always labor.

Net Operating Revenue is operating revenue less operating expenses. From this are subtracted all taxes, and to the result is added

Other Income, which is income from other sources than direct operation. It is often a substantial part of the railroad's income, and

may consist of income from other roads owned or leased, real estate, etc. Other income plus net operating revenue is the

Total Net Income or, as it is sometimes called, the gross corporate income. From this are deducted

Fixed Charges, which are the charges which accrue to the railroads regularly. They consist of leases, rentals and bond interest. After these have been paid there is left

Net Surplus (or net corporate income) available for dividends on stock, and it is also the sum from which reinvestments in the property may be made.

The methods of railway accounting and the making up of balance sheets and income accounts are all prescribed by the Interstate Commerce Commission. Reports are filed with the commission monthly and annually, and are given out for publication in strict accordance with the rulings of the commission.

To Gather Railway Historical Documents

How many readers remember the little old locomotive and cars we used to see rolling along on the railroad? What a contrast they were with those of today!

Some of the lovers of the old-time rolling stock have formed a society to preserve old amrotypes, daguerrotypes, photographs,

lithographs, time tables and anything that pertains to transportation in the old days. Have any of the readers of this article any photographs of old locomotives or cars laid away up in the attic? The Railway and Locomotive Historical Society wants to preserve these photographs and this material and

will gladly welcome any contributions. Due credit will be given the donor, and the society will gladly pay any postage or express charges.

The society will gladly welcome to its membership anyone who is interested in the subject of early transportation in any of its phases. The bulletins frequently issued by the society contain much material of great interest and value, and it is possible to

obtain them without joining, but railway men, whether young, middle-age or retired, are welcome to join, as well as those not in railway service but interested in the early railway transportation of this country.

Further information can be obtained from Charles E. Fisher, 152 Harvard street, suite 8, Brookline, Mass., or from John W. Merrill, Director, 40 Kilby Street, Boston, Mass.

NEWS OF THE DIVISIONS

AROUND CHICAGO

Baggage and Mail Traffic Department

The following letter, dated at London, England, July 23, has been received from Miss Vesta Shoesmith, claim clerk in the baggage and mail traffic department, who is touring Europe:

"We arrived in Liverpool the morning of

July 10, having been delayed a day by running into fog off the coast of Newfoundland. Except for the sight of some beautiful icebergs and the celebration of the Fourth of July by field day sports on deck and a patriotic concert in the evening, our voyage was rather uneventful.

"We brought sunny weather with us into England, where people were complaining about the cold, rainy weather they had been having. Certainly we cannot complain of the weather man since our arrival.

"We had some wonderful coaching trips in the lake district and the Wordsworth country, making our headquarters in the quaint little village of Ambleside, which seems to have been in these lovely mountains always. We stayed at Prospect Cottage, built in the sixteenth century. The drivers of our high coaches, to which we climb on a ladder, wore bright scarlet coats and flourished their whips with an air as they drove their four horses along the beautiful mountain roads. We visited the grave of Wadsworth in the churchyard at Grasmere and Dove Cottage, where he lived so long with his sister, Dorothy. We felt that we could spend our whole time very enjoyably in this part of the British Isles, but, while we are not with a party and can do as we please, we are very anxious to see Holland, Belgium, Switzerland and France; so we try to follow the plans which we made before we knew how difficult it would be to leave each place that we visited.

"We spent four days in Edinburgh, and all agreed that the Scotch have every reason to sing its praises. Princes Street is the most beautiful boulevard I have ever seen, with clubs, hotels and beautiful buildings on one side of the street and gardens and statues on the other. The historic old castle, high above on Castle Hill, is an unusual sight in the heart of a great city, especially for those of us who hail from a new country like the States. We visited many historic places in and near Edinburgh and had a beautiful trip by motor through the Trossachs and by steamer on Loch Katrine and Loch Lomond.

"We broke our journey to London by stopping to see Durham Cathedral, which is wonderfully situated, together with Durham Castle, on a high eminence of land which is almost an island, for the Wear River makes a horseshoe turn and flows around three sides of the land on which the cathedral was built in 999. It was an extremely interesting place to visit.

"In London we have seen the usual city

Division Correspondents

Chicago Terminal—Heads of Departments.

Illinois—Mrs. Bernita Barnes, Secretary to Superintendent, Room 411, Lincoln Building, Champaign, Ill.

Indiana—Miss Florence McShane, Secretary to Superintendent, Mattoon, Ill.

Iowa—Mr. C. R. Briggs, Chief Clerk to Superintendent, Fort Dodge, Iowa.

Kentucky—Miss Anne Sweeney, Stenographer, Superintendent's Office, Louisville, Ky.

Louisiana—Miss Claire Pimm, Clerk, Superintendent's Office, McComb, Miss.

Memphis—Miss Julia J. Gaven, Secretary to Superintendent, Room 315, Grand Central Station, Memphis, Tenn.

Memphis Terminal—Mr. W. E. Gerber, B. & B. Clerk, Room 306, Grand Central Station, Memphis, Tenn.

Minnesota—Miss Lucille Sims, Secretary to Superintendent, Dubuque, Iowa.

Mississippi—Miss Kathleen Hadaway, Clerk, Superintendent's Office, Water Valley, Miss.

New Orleans—Mr. Thomas T. Treanor, Superintendent's Office, Vicksburg, Miss.

New Orleans Terminal—Miss Myrtle Biersoll, care of Superintendent, New Orleans, La.

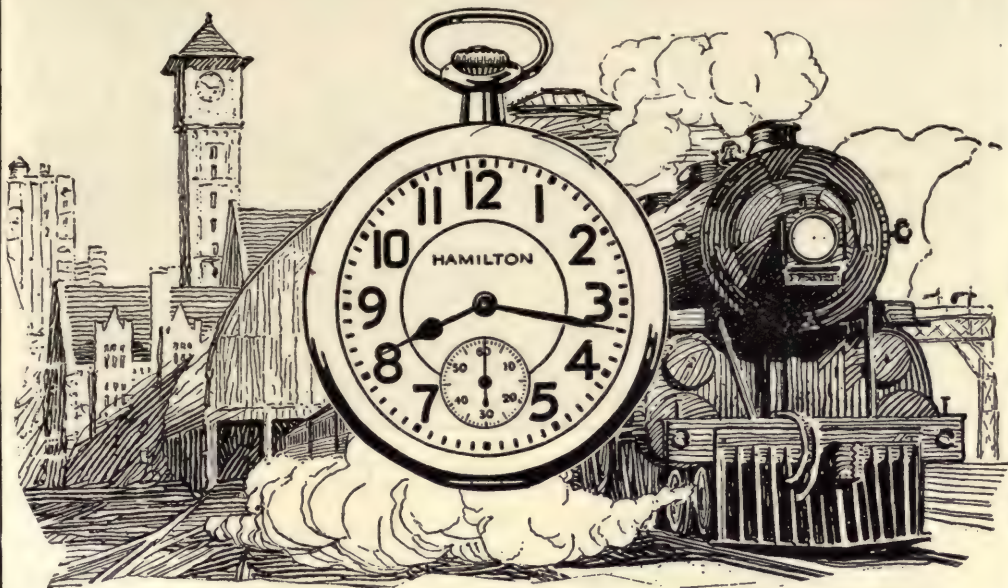
Springfield—Miss Della Morrison, Stenographer, Superintendent's Office, Clinton, Ill.

St. Louis—Mr. J. W. Brown, Clerk, Superintendent's Office, Carbondale, Ill.

Tennessee—Mr. Rufus Kemp, Jr., Secretary to Roadmaster, Fulton, Ky.

Vicksburg—Mr. J. S. Terry, Train Dispatcher, Greenville, Miss.

Wisconsin—Mr. J. A. O'Neil, Superintendent's Office, Freeport, Ill.



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BUYING a new watch requires some thought. You are making an investment that should pay you dividends of true time for years and years to come. Eliminate guess-work and make your choice the HAMILTON WATCH, "The Railroad Timekeeper of America"—the watch that Conductor J. E. Hopkinson, of the Boston and Maine Railroad, has carried for twenty-five years with perfect satisfaction.

You owe it to yourself to purchase this watch with a service record. Thousands of your fellow workmen heartily indorse it, and owners of thirty years or of six months standing are equally enthusiastic about its unrivaled accuracy and dependability. Ask your jeweler to show you

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This is the twenty-one jewel movement that is preferred by so many Railroad Men. Your jeweler will be glad to suggest a suitable case for it and you can choose the dial you require. Make it "your watch," and you'll have true time all the time.

Send for the "Timekeeper," a most interesting booklet showing the various HAMILTONS and giving other valuable watch information.

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Hamilton Watch

"The Railroad Timekeeper of America"



Not room enough to house all our engines in recent rush of business at Evansville, Ind.

sights, and only yesterday, as we were sitting in a park near Buckingham Palace, His Majesty, King George V, rode out on horseback on his way to Hyde Park to review the Territorials; so we felt that we were fortunate.

"Our motor trip to Stope Porges to visit the scene of Grey's 'Elegy in a Country Churchyard' and to Windsor Castle was wonderful. We made a part of the trip to the castle on the River Thames, which was lined on either side by beautiful homes, with gardens sloping down to the river banks. At Windsor Castle we were taken through the state apartments, which are shown in the absence of the king and queen and which, in spite of all of the description we had heard of them, surprised us by their splendor.

"This morning we attended service at St. Paul's Cathedral, and this afternoon visited the National Galleries. Tomorrow we will attend to some business at the American Express and leave by night boat to the Hook of Holland."

Purchasing Department

If the "Inquiring Reporter" were to ask me to name my favorite outdoor sport, writes our contributor, signing herself "One of the Stenos," I would tell him: "A beach party (with the same old moon a-shinin') such as was given on Tuesday evening, August 1, at Jackson Park by the employees of the purchasing department."

The "piece de resistance" was the famous roasted "weenie," while the rest of the menu consisted of sandwiches, pickles, assorted cookies and coffee. A certain popular bachelor was heard to remark: "I never knew Miss Alice could make such wonderful coffee." The girls made several remarks about the "weenies," and no wonder, with all the married men of the department demonstrating their skill in the culinary art. From the way our gallant office manager wielded the fork, it could be seen that he well deserves the title of "chef de cuisine."

After the feast games were played, and an impromptu song recital was given by the Gall-Curcuis and John McCormacks of the department. A marshmallow roast concluded the evening's festivities.

Among the guests were: Mrs. C. C. Facquier and Master Billy, Mr. and Mrs. W. T. Walters, Mrs. W. P. Scanlon and Billy, Jr., Miss Edith

Leach, Miss Anna Rubin, Miss Eleanor Becker, Miss May Condon and William and Albert Raymond.

In spite of the street car strike, the folks who were unable to use the Illinois Central had no difficulty whatever in reaching their respective homes, as those who had cars made good use of them. At least one car made two trips. Our purchasing agent, J. J. Bennett, did everything possible to make the party a success.

The spirit of good-fellowship seemed to predominate as never before, and we are all hoping the purchasing department will have many more beach parties.

Chicago Terminal Division

Wrecking Foreman J. Allemon noticed a loose wheel on car SRL 20129 of train NY-2 of the Michigan Central Railroad on July 13, notified the proper authorities and probably prevented a serious accident. Officers of the Michigan Central have expressed their appreciation of Mr. Allemon's act.

ILLINOIS DIVISION Superintendent's Office

Traveling Engineer W. E. Rosenbaum underwent an operation for the removal of his tonsils in the Illinois Central Hospital, Wednesday, August 9.

G. E. Webster has been appointed chief clerk, vice R. G. Miller, who has been granted a leave of absence on account of ill health.

Mrs. Otis A. Barnes, secretary to Superintendent J. W. Hevron, has resigned her position and will leave about September 5 for Salt Lake City, Utah, where Mr. Barnes has been appointed professor in the department of organic chemistry at the University of Utah. Mr. Barnes received the degree of doctor of philosophy in chemistry at the University of Illinois in June.

A recent wedding which came as a complete surprise to his fellow workers was that of Noble Richmond to Miss Genevieve Carpenter, July 15. Mr. Richmond is the son of Mrs. Maude Richmond, and Miss Carpenter is the daughter of Mr. and Mrs. Grant Carpenter of Urbana. Mr. Richmond is employed as clerk to Trainmaster J. T. Stanford.

Miss Fairy Wand, tonnage clerk, announced

her engagement to David Gray of this city at a party July 8. Miss Wand resigned her position, effective July 17, and will be married in the near future.

E. R. Hansley, operator at Kinmundy, died at 6 p. m., July 30, while bathing in the Kinmundy reservoir. A coroner's jury returned a verdict of death due to heart trouble.

Freight Conductor William Callan of the Illinois division extinguished a threatening fire on I. C. 27902 of extra No. 1728 on July 27 and probably prevented the company from having to pay a large claim. The train was at Kankakee when a fire was discovered at the one end of the car. Conductor Callan broke the seal of the car and extinguished the flames before serious damage had been done to automobiles that were in the car. One of the automobiles was only slightly scorched, and it was sent on to its destination. The fire is thought to have been caused by a spark from a passing train, since a place about a foot square was burned on the outside of the car. The wood was not burned through, but the flames went up through the walls of the car. The damage to the car was only slight, an examination at Fordham disclosed.

INDIANA DIVISION

Miss Florence McShane, secretary to Superintendent Roth, is on a two months' leave of absence.

C. B. Winkleback has resigned his position as accountant in the Mattoon offices, effective August 15. He has accepted a position as meter tester with the Central Illinois Public Service Company at Springfield, Ill.

Chief Dispatcher's Office

Miss Victoria Gustivison, clerk to the chief dispatcher, has returned from a month in Chicago and "down on the farm."

C. D. Stucker, second trick at Palestine, is



Wife and daughter of Section Foreman William Dempster, Cloverdale, Ill., Wisconsin division, and some of their beautiful flowers.

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J. M. LYON & CO.

2-4 Maiden Lane New York

off for two weeks. Operator George Alt is filling the vacancy.

Dispatcher E. L. Smith is off for two weeks. Frank Crimmins, second trick "Q," is taking his place. Operator E. R. Duncan is relieving Crimmins.

Brakemen Hunt, Morris, Goff and McGinnis have been promoted to conductors. They are running regularly during the heavy grain and coal movement.

The grain movement on the Peoria district and out of Peoria has been heavy. The Indiana division is running short about 120 grain cars daily.

Agent C. W. Murray of Bargerville, Ind., has been off for ten days, relieved by Operator Gibson.

The coal movement through Evansville from the Kentucky fields is holding up nicely, the Indiana division having moved 7,426 loads out of Evansville during July.

On account of the increasing business through Evansville, a telegraph office has been opened in the north end of Harwood Yards, Evansville.

Brakeman H. T. Cobb was killed August 11 while switching at Sullivan, Ind. He is survived by a wife and one child.

Mattoon Shops

Bert Stull, hostler at Mattoon shops, and Mrs. Stull have suffered a double loss through the deaths of their 11-month-old baby boy, Merle, on July 7, and their 15-year-old son, Joe, on July 11.

SPRINGFIELD DIVISION

Edward Rundle, who has been working in the superintendent's office for several years, has accepted a position in the baggage department at Decatur.

Francis Shumaker has accepted a position as office boy in the superintendent's office.

Mrs. W. W. Armstrong has gone to Evansville, Ind., to visit her husband, who is temporarily employed as switchman on the Indiana division.

Conductor J. Lordan and family have returned to their home in Springfield, after a month taking in the sights of California.

Conductor Harmon, who has been working on local runs between Springfield and East St. Louis, is moving his family to Clinton and will work as a conductor in chain gang service out of this terminal.

Flagman M. H. Sherman has returned to



Home of Section Foreman A. R. Sager of Haldane, Ill., decorated for the Fourth of July, this year.

work after a leave of absence of about six months. During the time he was away, Mr. Sherman was in the government hospital in Chicago, where he underwent five operations. He is greatly improved at this time and feels that the operations were successful.

Conductor J. B. Stewart, while picking cherries at his home in Freeport about six weeks ago, fell out of a tree, breaking his collar bone. He is improving rapidly and expects to be able to return to work in a short time.

Yard Clerk E. J. Foley has returned to work after an absence of about thirty days. Mr. Foley took charge of his father-in-law's grocery store while the latter went west for the benefit of his health.

O. H. Lawson, conductor on the Daylight Special, has returned to work after an absence in Missouri on business. Conductor T. W. McIntyre filled the vacancy.

E. M. Williamson, third trick operator, "CO" office, Clinton, was married on August 6 to Miss Glenna McKinney. They are now spending their honeymoon in the West. Miss McKinney was stenographer at the Illinois Central shops for several years.

J. R. Thorne left August 17 for a trip to the North in an effort to escape the hay fever.

Road Department

Mrs. J. W. Swartz, wife of Assistant Engineer



The Illinois Central's new pumping station on Ramsey Lake, at Ramsey, Ill., put into service August 1.

Swartz, was recently called to Fairfield, Ind., by the death of her grandmother.

Mrs. W. E. Russell and sons, Hunter, Albert, Robert and Howard, and daughter, Eleanor, are spending the summer with Mr. Russell's parents in Benton Harbor, Mich.

Miss Loraine Sylvester, daughter of William Sylvester, B. & B. supervisor's clerk, is spending the summer in California and other western points.



Here is the home of Frank J. Franek, Illinois Central brakeman, at 313 East Washington Street, Clinton, Ill. Mr. Franek has improved his home greatly in the last two years. He finds pleasure and profit in an up-to-date chicken house and yard. This year he raised about a hundred chickens.

Miss Geraldine Reynolds, stenographer in the roadmaster's office, and Miss Julia Coffey, accountant, who have been visiting in Colorado, Utah and California since July 1, resumed work September 1. They report an enjoyable time.

B&B Supervisor S. C. Draper has been suffering from an infected hand, but has improved considerably and is now able to follow out his numerous duties.

Dr. L. D. Draper, son of B & B Supervisor and Mrs. Draper, visited his parents in Clinton,

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Goodyear Mfg. Co. 4707RD Goodyear Bldg., Kansas City, Mo., are offering to send a Goodyear Combination Top and Raincoat to one person in each community who will recommend it to friends. If you want one, write today.

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August 6 and 7. Doctor Draper is located in Chicago.

ST. LOUIS DIVISION

Accountants E. H. Smith and Shelby Hodge and Dispatcher V. F. Lyons attended the national guard encampment at Camp Grant from July 23 to August 5.

There has been a heavy movement of peaches from the St. Louis division the last few weeks, particularly from Balcom, Anna, Cobden, and Makanda. The Elberta peaches grown on the St. Louis division cannot be surpassed by any in the country.

The Lions Club of Carbondale, which has been actively engaged in the eradication of the mosquito, recently gave away an automobile. Professor Furr of the Normal was the winner. The Illinois Central has been active in this campaign.

Joseph H. Swayze, former ticket agent for the Illinois Central at Belleville, Ill., died at 3 p. m., July 24, at the City Sanitarium in St. Louis after an illness of about one year. He was 50 years old. At the time of his death, he was employed as an accountant for the Wabash Railroad.

WISCONSIN DIVISION

The sympathy of Wisconsin division employees is extended to File Clerk Harriett E. Cox and Dispatcher George T. Cox in the loss of their father, who died July 21.

MINNESOTA DIVISION Freight Office, Dubuque

Sympathy is extended to James Ahern, demurrage clerk, in the death of his father, D. C. Ahern, chief of the Western Weighing and Inspection Bureau at Dubuque. Mr. Ahern died at Mercy Hospital, July 27, after a brief illness. Funeral services were held at the cathedral. Burial was in Mount Olivet.

Miss Ruth Vogt, comptometer operator, revising bureau, is enjoying a visit in Washington, D. C., New York and other eastern points.

Fred Rohmberg, former car clerk at Dubuque, paid a visit to his old friends here recently. Fred is now employed by the Minneapolis Drug Company, with headquarters at Minneapolis.

Theo Regnier, revising bureau rate clerk, was called home to Kankakee by the serious illness of his father.

Charles Sullivan has succeeded D. C. Ahern as chief of the Western Weighing and Inspection Bureau. Mr. Sullivan was formerly employed as clerk to Mr. Ahern. Raymond Harron has succeeded Mr. Sullivan.

Transportation Department

H. G. Pierce, agent at Manchester and Mrs. Pierce have returned to their home after spending a month at Lake Louise, Banff, Seattle and San Francisco.

The many friends of Bob White, chief clerk at Waterloo, will be pleased to learn that he will soon resume his duties, after having been confined to the Illinois Central Hospital, Chi-



Above, on a scenic trip between Lake Louise and Sicomous, in the Canadian Northwest. Mr. McCabe is distinguishable as a Shriner. Mrs. McCabe is beside him. In front of them are, left to right, Hazel and Edith.

Upper left, an ostrich farm at Los Angeles, Cal. Left to right, Edith and Hazel.

Lower left, at Lake Louise. Edith is shown.

Superintendent and Mrs. L. E. McCabe of Dubuque and their nieces, Misses Hazel and Edith Riggs, who are employed in the office of the general superintendent of transportation at Chicago, recently made a trip to California, leaving June 3 and returning June 30. Mr. McCabe attended the Shriners' convention at San Francisco the week of June 12.

cago, for the past two months with a broken knee.

A. J. Lemper, engineer, who has been confined to his home for the past year on account of illness, is convalescent.

IOWA DIVISION

Mrs. P. E. O'Connell, wife of Supervisor P. E. O'Connell of Denison, Iowa, died on July 26 at Omaha, Neb., where she had undergone an operation on July 3. Although the operation, which was serious, had been gone through successfully and all went favorably until she was removed from the hospital to the home of a friend, there she took a sudden change for the worse.

The funeral was held on Friday, July 28, at St. Patrick's Church at Dunlap, Iowa, where solemn requiem high mass was sung. Father O'Connell of Sioux City, brother-in-law of Mrs. O'Connell, was celebrant of the mass; Father Desmond of Fort Dodge, deacon; Father Toher of Dunlap, sub-deacon; Father Smith of Onawa, master of ceremonies. Father Bradley of Denison was also in the sanctuary. The sermon was preached by Father Toher, who spoke feelingly of the true Christian life of the deceased and of the ideal wife and mother she had always been.

Six of her cousins acted as pallbearers. Burial was in Pleasant Hill cemetery, beside the graves of her parents. Despite the inclemency of the weather there was a large attendance at the funeral.

KENTUCKY DIVISION

Miss Mary Leitchfield and Dr. Carl E. Abell were quietly married at St. Charles Borromeo Church, Louisville, Ky., July 20, the Rev. John Abell, brother of the groom, officiating. Miss Louise Leitchfield, sister of the bride, and Hill-rick Buckman were the only attendants. Miss Leitchfield, "Our Mary," has been telephone operator on the Kentucky division for twelve years and is known and beloved on the whole division for her never failing courtesy and willingness to help others and for her sunny and loving disposition. Doctor Abell has been located at Harlan, Ky., for the past two years. After a honeymoon trip to West Baden, French Lick and other points, Doctor and Mrs. Abell will be at home at Harlan. In token of the esteem in which we held "Our Mary," the Kentucky division presented the bridal couple with a handsome dining room set.

J. S. Stinebaugh, water supply foreman, who has been seriously ill at his home in Princeton, is much improved.

C. L. Wilson, section foreman, is seriously ill at the Illinois Central Hospital, Paducah, Ky.

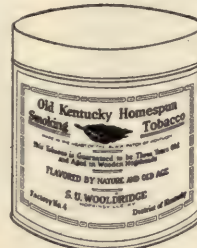
Henry J. Wilkerson, per diem clerk, has returned from a 90-day leave of absence. During this time he traveled through Florida and various Southern points.

Report has been received of the death of Charles Buchold, father of Adolph Buchold, clerk in the local freight office, Louisville, on July 18.

TENNESSEE DIVISION

Mr. and Mrs. W. A. Love, recently married, were surprised recently when a number of their friends arrived, bringing a beautiful chest of silver as a token of love and good wishes for their future happiness together. An appropriate presentation speech was made by M. Bryant, inspector of water works, all the guests being members of the water works department of the Illinois Central, except Mr. Klee, who

belongs to the valuation department. The guests were: Mr. and Mrs. P. P. Pickering, Fulton; Mr. and Mrs. Landgraf, Dubuque, Iowa;



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1 large sack, 10 cents. Both postpaid. Satisfaction or your money back.

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Illinois Central water works dam on the Tradewater River near Dawson Springs, Ky. There has been a mill on this site, such as the one shown, for more than one hundred years.

Mr. and Mrs. Scott, Baton Rouge, La.; Mr. and Mrs. Lynch, Baton Rouge, La.; Mr. and Mrs. Brannan, Memphis; Mr. and Mrs. Bryant, Chicago; Mrs. Simpson, Paducah; F. Lingle Carbondale, Ill; Mr. Klee, Chicago; R. L. Hillehay, Grenada, Miss.; Misses A. Keefe, Mary Powell

Miss Myrtle Wiggs were married at the home of the bride in north Water Valley, by the Rev. L. P. Wasson, pastor of the First Methodist Church. Mr. and Mrs. Lord toured across the country to Sardis, where they caught a train into Memphis, en route to Mexico and to Canada, on their honeymoon. After completing their trip, they will go to Dawson Springs, Ky., their future home." Mr. Lord was formerly employed as instrument man accountant in the engineering department, but has recently been transferred to the Kentucky division. Miss Wiggs is a Water Valley girl, and both have many friends here, who wish them every success.

Conductor and Mrs. J. F. Avery are on an extended trip to Los Angeles and other points in the West.

Engine Foreman and Mrs. W. E. Holley and two children are spending about thirty days in Denver, Kansas City and Afton, Iowa.

Flagman W. R. Thetford is in the hospital at New Orleans for treatment.

Flagman T. D. Sizemore has returned home from the hospital at Paducah, after having been there several weeks with a broken foot, an injury which occurred while he was working temporarily on the Kentucky division. He is greatly improved and will soon be able to resume work.

Flagman and Mrs. T. D. McLeod are being congratulated upon the arrival at their home of twins—a boy and a girl.

H. D. Owens, agent at Coldwater, who was taken to the hospital at Memphis, with an acute attack of appendicitis, is much improved and hopes to be able to return to work in a few days.

H. S. Tyler, employed as section foreman at Vaiden, was instantly killed on July 24 while operating a motor car from his work to his tool-house. Mr. Tyler was employed in the road department on this division on November 12, 1913, and was promoted to section foreman in March, 1916. He was highly esteemed as a section foreman by the railroad and



H. S. Tyler.



Division offices, Fulton, Ky.

and M. Wanecker, Chicago. After a pleasant time together the guests were entertained with a 1 o'clock luncheon at the Usona Hotel, and all left with many pleasant memories of the happy day and good wishes for the future happiness of Mr. and Mrs. Love.

Conductor C. O. Marr, Memphis, Tenn., discovered a defective draw bar in Extra 1566 north, July 10, in charge of Conductor John W. Sawyer, who immediately inspected and located the defective draw bar and possibly avoided a serious accident and the loss of life.

H. O. Cole and L. F. Carpenter, clerks, Fulton, Ky., attended the Elks' state convention, held in Newport, Ky., Wednesday, August 9. Both report a royal reception and good time in Newport and Cincinnati.

J. W. Eakin, formerly at Birmingham, has been transferred to Fulton as clerk of the supervising agent.

MISSISSIPPI DIVISION

The following is taken from the Memphis News Scimitar of July 21: "George Lord and

SPECIAL ANNOUNCEMENT

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WRITE FOR PARTICULARS

ILLINOIS WATCH COMPANY
SPRINGFIELD

as a man by his friends. Mr. Tyler leaves a wife and five children.

H. P. Campbell, trainmaster, recently purchased a new motor car.

LOUISIANA DIVISION

Miss Polly Ard, former clerk to Supervisor Mercer, Yazoo City, has accepted a position as clerk to Supervisor Smith, Hammond, La.

George T. Edwards, rodman, Louisiana division, has been promoted to instrument man, Mississippi division, with headquarters at Water Valley, Miss. Jack P. Murphy, rodman, building department, has been transferred to the position vacated by Mr. Edwards.

The Kentucky and Tennessee divisions have not only borrowed a number of our transportation department men, but also our trainmaster, E. L. McLaurine. The reason is increased business, which, of course, means better conditions for all concerned.

Miss Stella Seater, bill clerk, freight office, Canton, Miss., recently resigned. Her place is being filled by Burton Hayman, former record clerk. C. N. Montgomery is the new clerk being initiated in station routine.



Mrs. Lowe.



Mrs. Robinson.

Here are two recent Louisiana division brides: Mrs. Daniel Timmons Robinson, formerly Miss Beulah Glendenning, was employed as performance clerk in the superintendent's office at McComb. Her marriage to Doctor Robinson took place August 12, at Magnolia, Miss. The ceremony was performed by Rev. Mr. Purser of the First Baptist Church that city.

Mrs. Bert A. Lowe, formerly Miss Ruth Lane, was a stenographer in the master mechanic's office at McComb. Her marriage took place at the home of her parents in Summit, Miss., July 15. The ceremony was performed by the Rev. Bracey M. Campbell, pastor of the First Baptist Church. Mr. and Mrs. Lowe left on train No. 2 that night for points in the North and West. They have been at home since August 15 in Los Angeles, Cal., where Mr. Lowe is employed as a mechanical engineer for the Goodyear Rubber Company.



Miss Brock.



Mrs. McCullough.

Here are Miss Lena Brock, chief clerk to the lumber purchasing agent, elected president, and Mrs. Marguerite B. McCullough, clerk in the freight office, elected treasurer of the Business and Professional Women's Club recently organized at McComb. The club was organized with eighty-six charter members, 35 per cent of whom were Illinois Central employees. A number of these were elected to other offices and appointed on various committees. The club is being sponsored by the McComb Chamber of Commerce and by William McColgan. Since its organization, the membership has increased to 125. The first subject studied by the club was "What Every Business Woman Should Know," by Mrs. Anna Steese Richardson.

W. H. Hodges, former relief clerk on the division, has accepted permanent position as station clerk, Ponchatoula, La.

William Osborn, clerk, Roseland, La., has been off for several weeks on account of undergoing an operation in the Illinois Central Hospital, New Orleans. At present his condition is somewhat improved.

Baggage Clerk C. L. Threeton, Hammond, La., has been on a leave of absence for several weeks, spending the greater part of his time in Colorado.

May D. McMichael, clerk to chief dispatcher, Stockkeeper Stevens and Mrs. Stevens are spending several weeks in the North.



Engineer George McIntyre and Fireman J. L. Matheny, with engine No. 1011 of train No. 33, on arrival at New Orleans, July 22. Mr. McIntyre has been an engineer on the Louisiana division for thirty-two years. Mr. Matheny, who has been on the division twelve years, was promoted to engineer five years ago. These men are two reasons for Louisiana division leadership in fuel campaigns. Photograph by A. A. Dodson, claim agent, New Orleans division.

Store department forces are occupying their new quarters in the shop. Our neighbors now are the forces of the lumber purchasing agent.

Ticket Clerk R. M. Wilson, McComb, Miss., was recently called to Oklahoma on account of the sudden death of his brother.

J. H. Doughdrill, former baggage clerk, McComb, has accepted position as clerk in the freight office at Brookhaven, Miss.

Miss Frances Otken, secretary to chief clerk, superintendent's office, is on a leave of absence, which she is spending in Virginia.

Interest has been revived in the oil well on Cupit Farm, near Magnolia, Miss. The Mid-Central Oil and Gas Company, Inc., whose headquarters are in New Orleans, has obtained permission to operate in Mississippi and has purchased the right to drill on this farm. Workers are now lowering the casing and expect to bring the well in within the next week.

NEW ORLEANS TERMINAL

Z. T. Arnold, accountant, superintendent's office, made a flying trip to El Paso on his vacation and mixed business with pleasure by obtaining an option on several hundred acres of excellent grazing land.

The friends of J. Ogden Nulty were much pleased when he visited them at the superintendent's office recently. Mr. Nulty is a former employe of the Illinois Central, having served both G. E. Patterson, when superintendent at McComb, and J. W. Cousins, superintendent of the New Orleans terminal. He is now connected with the firm of McGlynn & Company, Stock Brokers, New York City. Mr. Nulty was accompanied by his wife, who was Miss Betty Foreman of Brooklyn, N. Y.

H. E. Campbell, rodman, was called to Chicago recently by the serious illness of his mother. He has returned and reports his mother recovering.

Mrs. J. B. Rogan, mother of Roadmaster J. E. Rogan, Extra Gang Foreman F. U. Rogan and Clerk E. A. Rogan, died July 18.

It has been announced that John Olson, clerk in the local office, and Miss Annie Kiel, grain



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Newell Pharmacal Co., Dept. 927 St. Louis, Mo.



Conductor L. M. McLaurine and Engineer S. H. Brewer, both now running between McComb, Miss., and New Orleans on trains Nos. 31-32. Mr. McLaurine has been an Illinois Central employe for forty years. Mr. Brewer has been an engineer since 1876, when he was on the Western Atlantic, now a part of the N. C. & St. L. He has been on the Louisiana division twenty-eight years. Photograph by A. A. Dodson, claim agent, New Orleans division.

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High Grade Printing



Some views taken by Claim Agent A. A. Dodson of the New Orleans division at Hammond, La.

No. 1—Section of supervisor's office. Left to right: Supervisor O. E. Smith, twenty-four years with the Illinois Central, who has an enviable record for reduction in personal injuries and stock struck; Ivy N. Stafford, four years clerk to supervisor, who has resigned to become cashier of the Farmers' and Merchants' Bank of Independence, La.; Miss Carrie Rownd, who succeeds Mr. Stafford in Mr. Smith's office. Miss Rownd is a cousin of former District Judge W. S. Rownd of Tangipahoa Parish.

No. 2—Freight office and force in charge. Left to right, standing: Herbert Tucker, warehouse clerk, eighteen months with the Illinois Central; C. S. Rand, agent, sixteen years agent on the Louisiana division; H. K. Buller, warehouse man, five years with the Illinois Central; Hubert Barrett, bill clerk, two years' service; Sam Hatton, check clerk, four years and seven months of service. Sitting: Eugene Clinton and Monroe Taylor, truckers, the former two years and the latter eighteen months in service.

No. 3—Extra Gang Foreman J. H. McMahon, assistant extra gang foreman and crew at work on track. Mr. McMahon has been twenty-six years with the Illinois Central, and is a successful farmer and stock raiser in addition to doing the heavy work on the lower end of the McComb district.

door accountant at Stuyvesant Docks, will be married September 12, after which they will spend their honeymoon in Chicago, Niagara Falls and New York City.

Recently a delegation of twenty-five New Orleans fire fighters visited Stuyvesant Docks on an inspection tour, to become better acquainted with the location of the various hose connections and fire hydrants, so that there would be no delay in case of fire.

Fred DeLong, station accountant, Stuyvesant Docks, spent several weeks with his mother in Louisville, Ky. He also visited friends in Chicago, where he was formerly employed by the Illinois Central.

J. H. Meyer, clerk at Stuyvesant Docks, and Miss Pearl Schaeffer of New Orleans will be married the latter part of September.

Local Freight Office

Joseph Sacco, notice clerk, will leave shortly for Colorado Springs on a 90-day leave of absence.

Miss Elizabeth Loret is off on a 30-day leave of absence which is being spent in the mountains in and about Asheville, N. C.

Harry Dillenkoffer has resigned his position in the local office to accept a position as export bill lading clerk under Agent Scaife at Stuyvesant Docks. He has been succeeded by H.

J. Wilmuth as assistant to the banana clerk, local office.

Miss Louise Lang is visiting in California on a 90-day leave of absence. She has written several fellow-workers in the local office about her sojourn in the "native sons" state.

Station Master's Department

Station Master D. McDerby, Night Station Master E. T. Sloan, Checkman G. G. Bowen, H. M. Nugent, and Gateman J. Carrara have been active in obtaining new business for movement over our rails.

The bulletin board which was placed on the milk platform at Union Station has proved a success. A claim for \$4.50 was recently presented by a shipper on the Y. & M. V. for loss of an 8-gallon can. The number of this can was posted on the bulletin board, and two days later the can was located by one of the checkmen.

A comparative statement of the amount of claims paid for loss of milk and cans for the first six months of 1922, compared with 1921, shows a decrease of \$203.89, covering the whole system.

OFFICE OF G. F. A., NEW ORLEANS

Since February, 1922, the matrimonial bee has been buzzin' 'round the freight traffic depart-

ment at New Orleans, the past season having furnished four benedicts to the force. In February Carl A. Jahn, reconsigning clerk, stepped off into the ranks of the married folks. He was closely followed by John B. Jouandot, secretary to the assistant general freight agent. Since that time J. Jefferson Ray, in the office of our commercial agent, as was noted in the July issue, has joined the ranks.

Then on Thursday, July 27, one of the prettiest weddings of the summer months was celebrated at the First Evangelical Church, Carondelet and St. Mary streets, when Miss Christine Henrietta Kolman became the bride of William George Yung, chief clerk to the commercial agent. The ceremony was performed by Rev. Mr. Becker. The church was beautifully decorated for the occasion. The happy pair left for an extended trip to California, Colorado and other interesting points.

MEMPHIS TERMINAL

A platform 175 feet long and 8 feet wide has been built in the south yards at Memphis between McLemore and Iowa avenues for the inspection of hay shipped into that city.

MEMPHIS DIVISION

C. McComas, agent at Coahoma, Miss., observed wheels sliding on M. K. & T. car 93663, in train No. 172, on August 8. He flagged the train, the car was set out and was found to be off center.

C. G. Williams, operator at Cruger, Miss., observed a brake beam dragging on a car in train No. 54, passing his station August 14, and flagged the train in order that the brake beam could be removed.

Mrs. A. L. Hinton, formerly Miss Katie Moran, clerk in this office, paid us a short visit August 11 and left with us the memory of her old-time cheery laugh.

Brakeman John Holland discovered and reported a bent axle under I. C. 49376, on train No. 1/56, July 7, at Greenwood, Miss.

W. K. McKay is the proud father of a



This photograph, snapped by Miss Sadie Sterbenz, stenographer, road department, New Orleans terminal, shows high water in the yard of a Chalmette resident caused by a recent crevasse at Poydras, La. In the tub can be seen extremely large crawfish—the object of many a delightful party during the high water. Every precaution was exercised by our joint agency forces at that point, and Illinois Central property suffered no damage whatever.



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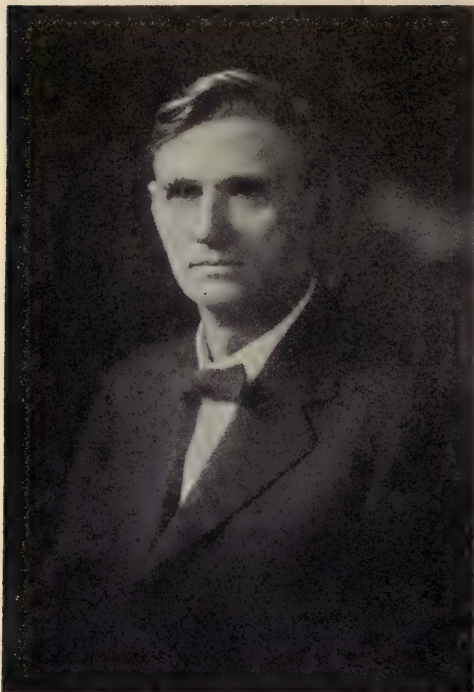
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Frank A. Montgomery, our local attorney at Tunica, Miss., whose death was announced in the August issue of this magazine.

daughter, Frances Gertrude, born August 4. Mr. McKay is trainmaster on the Memphis division.

NEW ORLEANS DIVISION

A merry party from the offices of the superintendent, master mechanic and division store-

keeper at Vicksburg hied to the woods one day recently and disported themselves with the merry pranks and sylvan games that the poets of old delighted to sing about. The spot selected was in the Bovina neighborhood, a rural settlement. Nearby is the Blue Hole, a real old "swimmin' hole," where for generations the barefoot boys of the community blissfully blistered their backs and tanned their cheeks, much to the horror of the old maids in the vicinity, and in open violation of the injunctions of the "school-marms." The joyous party finished a pleasant day with a plunge in the old swimming hole. J. F. Monger, general foreman of the car department, organized the delightful outing and proved himself an ideal host.

Mr. and Mrs. Adam Werling have returned from their bridal tour. Mr. Werling, clerk in the freight department, Vicksburg, was recently married to Miss Coin Foster.

W. F. McDuff of Superintendent F. R. May's office is in the Chicago hospital undergoing treatment.

Part of the work designed for overcoming future liability to damage from the Mississippi River floods is now under way. The big freight house at Vicksburg is being raised to a point higher than the highest water yet registered, and Levee Street, through which the company's tracks run, is being paved with brick, in place of wood blocks, which constituted the former pavement. Floating blocks gave the company a world of trouble in the recent high water. The work is under the supervision of H. R. Davis, assistant engineer.

Gayle Taylor and H. S. Lewis, rodmen, are recent additions to the engineering department, Vicksburg.

The American Legion is conducting a contest in Vicksburg with prizes for the most beautiful woman and the ugliest man. Needless to say, some of the company's employees are contestants. We are sure of landing the woman's prize, but have given up hope for winning the man's.



The Union Station at New Orleans in 1892, showing open drainage and absence of present train shed.

ILLINOIS CENTRAL MAGAZINE

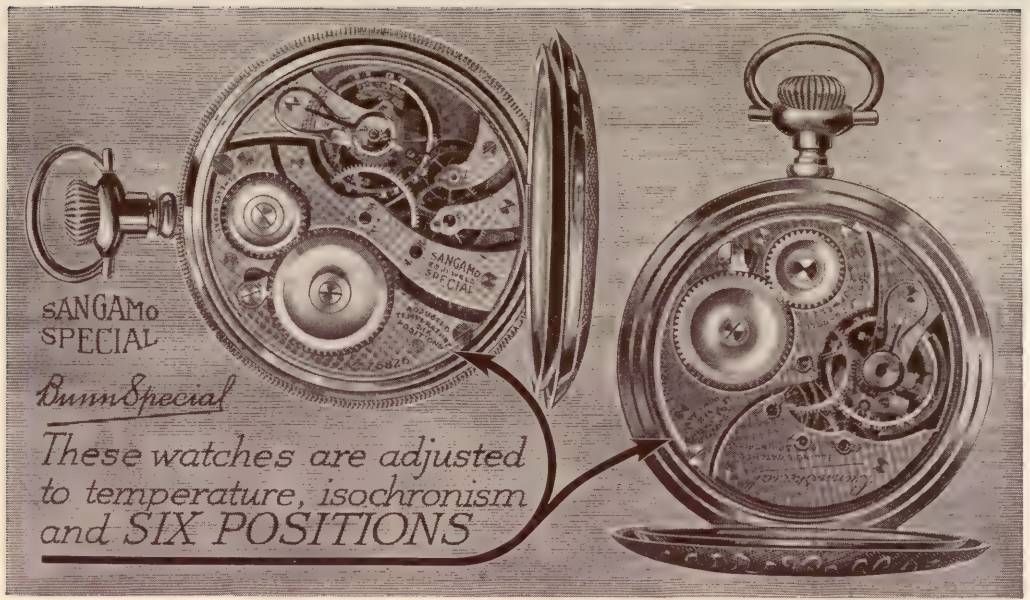
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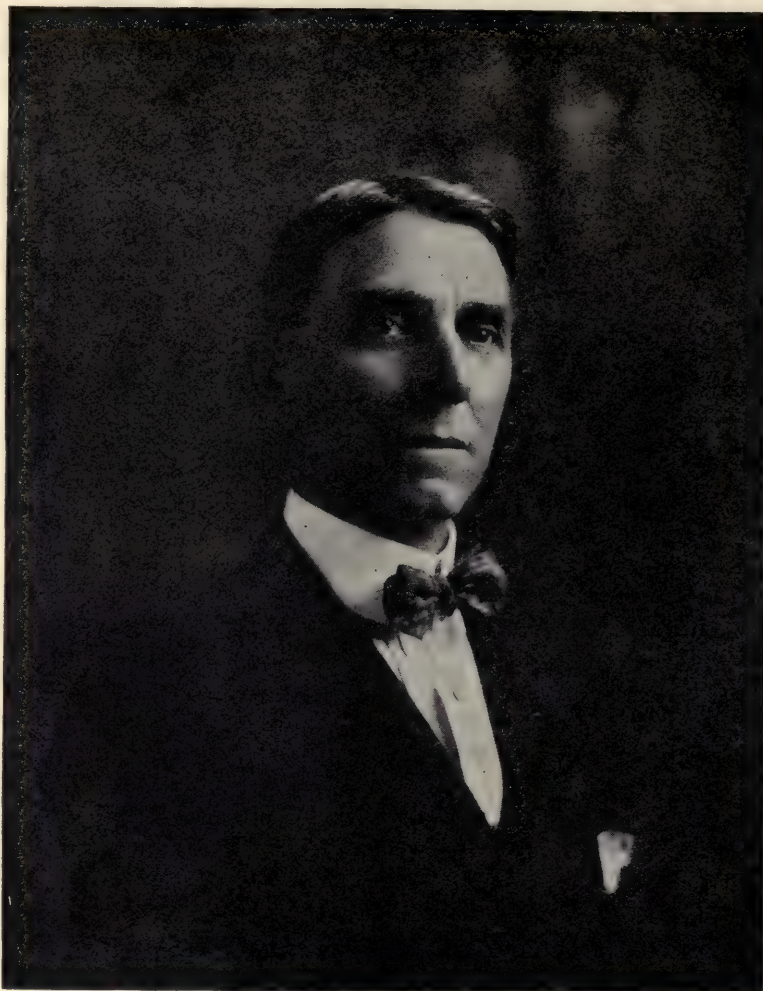
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H. D. Minor

Judge H. D. Minor, general attorney for the Yazoo & Mississippi Valley Railroad and district attorney for the Illinois Central Railroad, with headquarters at Memphis, Tenn., was born at Macon, Miss., March 9, 1868. He was educated in the public schools and at the Mississippi Agricultural and Mechanical College, taking the degree of Bachelor of Science, after which he attended the University of Virginia for two years, taking diplomas in the schools of Latin and French and the degree of Bachelor of Laws. He was admitted to the practice of law at Memphis in January, 1894. He served as chancellor at Memphis from May, 1909, to July, 1910, when he resigned to take up his present work with the Illinois Central System. He is a member of the Memphis law firm of Burch, Minor & McKay.

ILLINOIS CENTRAL MAGAZINE

OCTOBER

NINETEEN TWENTY-TWO

Published monthly by the Illinois Central System in the interest of the system, its officers and employees, and the territory served by its lines.

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GEORGE M. CROWSON, *Editor*.

CHARLES E. KANE, *Assistant Editor*.

First Steps Taken on Our New Terminal

*President Markham's Prediction Regarding Work
on Chicago Improvement Is Being Carried Out*

ACTUAL construction on the long-looked-for Chicago terminal improvement has begun and will be prosecuted vigorously until the entire project is completed. It is the intention of the management to complete each stage of the work in the time specified in the Lake Front Ordinance, which was fully discussed in the March issue of the *Illinois Central Magazine* in an article entitled "Our Seventy Years on the Chicago Lake Front."

The entire terminal between the Chicago River and Matteson, a distance of twenty-eight miles, is to be largely rebuilt.

The ordinance provides for an initial 2-year period, during which time plans are to be prepared and preliminary steps taken so that the electrification program can be started at the end of that period and the entire suburban service electrified by 1927.

The unsettled industrial period immediately following the World War was not favorable to the floating of a large bond or stock issue to cover the cost of this work. By the spring of 1922, however, the money market became more favorable, and President Markham, being desirous of having the work completed on schedule time, immediately took the necessary steps to provide a working capital for this project.

A large amount of work had already been done on the preliminary plans. Estimates were immediately prepared for the complete project, and the Board of Directors, at the annual meeting, authorized a total preferred stock issue of \$50,000,000 to finance the project. The plan was to issue stock from time to time sufficient to carry on the work, and on May 5, 1922, application was made to the



Figure 1. Field organization headquarters at 43d Street

Interstate Commerce Commission for an initial issue of \$10,929,600. This plan of financing was approved by the commission on May 23, 1922, and the stock placed on the market.

23d Street Dam and New Breakwater

In anticipation of an early start on this work and to provide suitable space wherein the excavated material resulting from the depression of the tracks between 31st and 51st streets could be wasted, the railway company on May 12 awarded a contract to the Great Lakes Dredge & Dock Company of Chicago for the construction of an earth dam extending from the new breakwater built by the South Park commissioners in 1921 to the railway company's existing breakwater. This dam is being constructed of lake bed material by suction dredges and is being built jointly with the South Park commissioners, each paying for the portion of the dam which lies upon its property. The railroad's portion will involve the placing of more than 100,000 cubic yards of



Figure 2. View of 23d Street dam looking north, showing suction dredge placing fill

material. A view of this dam, which is now nearing completion, is shown in Figure 2. When this fill is completed it will impound the area between 16th and 23d streets and provide a convenient dumping place for excavation and other waste material. The dam will also serve as a working platform for the South Park Boulevard viaduct to be built next year by the South Park commissioners, which explains the joint interest of the railway company and the South Park commissioners in this project.

To provide additional dumping area and protect the railway company's tracks after the grade revision work hereinafter discussed is started, a contract was awarded to the Great Lakes Dredge & Dock Company for the construction of approximately 1,100 feet of breakwater between 29th and 31st streets. This contract was let on August 28, 1922, and the work will be completed about November 1.

Some Important Sewer Work

Although not generally known to the public, there is a 16-foot brick sewer located on the company's right-of-way, extending south from 39th Street to 51st Street, also a 20-foot discharge sewer which crosses the right-of-way at the sanitary district's 39th Street pumping station and extends west. Both of these sewers are a part of the sewer system of Chicago and must, because of the lowering of tracks between 26th Street and 44th Place, be strengthened at certain points to carry the railway traffic safely. A number of smaller sewers, ranging in size from one to six and one-half feet in diameter, discharge into the 16-foot

sewer. Before the track depression can be completed, it will be necessary either to lower certain of these sewers or to move them off the right-of-way. After considerable negotiation with the city, it was decided to follow the latter plan, which involves the relocation of two sewers. One of these is fifteen inches in diameter and is to be located in Woodland Park, extending from 35th to 36th streets. The contract for this sewer was let on August 9, 1922, to the Mortimer & Lindstrom Company of Chicago. This work is well advanced and is illustrated in Figure 3.

The other sewer, to be located in Rhodes Avenue, is of brick construction, seven feet in diameter, and extends from 35th to 39th streets, a distance in excess of one-half mile. One of the interesting as well as difficult features involved in the construction of this large sewer is its connection with the 20-foot brick discharge sewer located in 39th Street which extends from the pumping station on the lake front to the Chicago River. As this large sewer runs full and under pressure at all times, the difficulty of breaking into and making a satisfactory connection with it can be appreciated. The contract for the Rhodes Avenue sewer was let on August 23, 1922, to the Underground Construction Company of Chicago. Figures 4 and 5 show the beginning of construction operation on this sewer project.

Removal of Lessees from Right-of-Way

In preparing for the grade reduction work it was necessary for certain lessees of the company's right-of-way to vacate the property and remove their buildings. Notices



Figure 3. Sewer construction in Woodland Park

have been served on all such lessees, and the coal shed and offices of the Philadelphia & Reading Coal & Iron Company, which for many years have been located on the east side of the right-of-way between 38th and 39th streets, have already been demolished.

The bathing beach buildings, located at 25th and 39th streets, were permitted to remain until after the close of the present bathing season, which expired September 15.

Grade Revision 26th to 51st Streets

By the terms of the Lake Front Ord-



Figure 4. Steam shovel at work on Rhodes Avenue sewer

nance, the railway company is required to change the elevation of its tracks between 25th and 51st streets. At certain points the tracks are to be depressed to an elevation of four feet above the level of Lake Michigan, which will require a cut of approximately ten feet. This important piece of work is necessary in order to permit the construction of viaducts to be built across the railway company's tracks by the South Park commissioners at 31st Street, 35th Street, Oakwood Boulevard (39th Street) and 43d Street, also of a subway at 47th Street. These viaducts and subway will connect the city proper with Lake Front Park, which is now being constructed east of the railway company's tracks at very great expense by the South Park commissioners. The greater portion of the excavated material taken from the cut will be used for filling submerged lands north of 23d Street, which area will later be used for coach yard facilities. It will be necessary to use a portion of the material to elevate tracks above the proposed 47th Street subway. This work involves the moving of approximately three-fourths of a million yards of material, the reconstruction of all tracks between 27th and 51st streets and repairs to the existing breakwater between 29th and 47th streets.

The contract for this work was let on

August 31, 1922, to the States Contracting Company of Chicago. A large amount of material has been assembled on the ground, and construction work has already been started. The project will be well under way by the close of this season and will be completed next year. A field office for the use of the engineering force which will have charge of the construction work has been erected at 47th Street and is illustrated in Figure 1.

The contract price for the several pieces of work herein described totals more than \$1,000,000 and represents a good start on the entire Chicago terminal improvement project.

In summarizing these initial activities of actual construction on this large undertaking, it is well to note that every detail of the work has followed an established program. Last May, when the Interstate Commerce Commission authorized the railroad to issue preferred stock to carry on this work, President Markham stated in the public press that active work toward electrification would be under way within ninety days. The awarding of the contracts for the several projects herein described is in fulfillment of this pledge, and there is no question that President Markham will continue to keep his faith with the public and with the city in carrying on the work.



Figure 5. Excavating for junction of 7-inch and 20-inch sewers at Rhodes Avenue and 39th Street

A Few Problems in Operating a Railroad

Baltimore & Ohio Official Points Out Application of Engineering Principles to Running Trains

A paper on "The Application of Engineering in Railway Transportation," from which the following excerpts are taken, was recently presented by Mr. Brooke before the Western Society of Engineers, Chicago.

By **G. D. BROOKE**,
Superintendent of Transportation, Western
Lines, Baltimore & Ohio Railroad

RAILWAY transportation in its general sense embraces the whole broad field of railway activity: the construction of roadbed, bridges, tracks, buildings, locomotives and cars; the maintenance of way and of equipment; the solicitation of traffic; the making of rates; the operation of trains, stations, terminals, warehouses and docks; the accounting of the revenues and disbursements; and, last but by no means least, the financing necessary to carry on such vast undertakings.

In its more restricted or special meaning railway transportation applies to that part of the railway industry having to do with the movement of freight and passengers, the supply and distribution of motive power and cars, the making and maintenance of train schedules, the operation of freight stations, docks and floating equipment. In this sense transportation is synonymous with operation, as opposed to construction and maintenance. It takes the railway machine and by the turning of the wheels produces the finished products of the railway industry—passenger miles and ton miles. It is to this special or technical meaning of transportation that the discussion will be largely confined.

What an Engineer Must Be and Do

Let us consider what is the test or criterion of an engineer. The national engineering societies require as qualifications of membership from six to ten years' actual practice and some four or more years in responsible charge of work—graduation from a school of engineering of recognized standing being equal to two years of actual practice—and, moreover, the ability to design engineering works. Experience, then, is the requisite of the engineer; and knowledge



G. D. Brooke

and ability gained through this experience, as evidenced by having been in actual charge of work, of having directed such work and of being competent in engineering design, are the things which measure the engineer.

Webster defines an engineer as "one who carries through a scheme or undertaking by skill or astuteness." Wellington's well-known definition of engineering is "the art of doing that well with one dollar, which any bungler can do with two after a fashion." Again, in the introduction to his *Economic Theory of Railway Location*, which is one of the gems of our engineering literature and contains a world of good advice and inspiration to engineers, in writing of the young engineer he says: "His true function and excuse for being an engineer, as distinguished from a skilled workman, begins and ends in comprehending and striking a just balance between topographical

possibilities, first cost and future revenue and operating expenses."

The officers of our railroads, the trainmasters, superintendents, general superintendents, superintendents of transportation, general managers, and others, whatever their years of service or practice in transportation, through their knowledge and ability gained in the school of experience, as evidenced by the organizations, the operations, the work under their direction, have qualified as engineers, transportation engineers, just as truly as have our engineers of construction, mechanical engineers and maintenance engineers qualified in their respective branches of engineering. Our usefulness as transportation engineers is measured by the skill with which we carry through our undertakings, by our ability to do well with one dollar that which can easily be done with two after a fashion, by our capability to comprehend and bring about the proper balance between locomotive maintenance, locomotive operation and other transportation expenses.

Engineering Ideas in Transportation

Moreover, the methods of engineering are generally applicable in dealing with transportation problems. They consist, briefly, of surveys, observations or other means of collecting data, the marshaling of this data by means of drawings, tabulations or other convenient forms, the study and analysis of the information thus prepared, the designing of structures or works or the planning of methods of procedure, and the actual construction in accordance with the designs or the execution of the work according to the plans. In some of the problems of engineering the conditions are, to a large degree, fixed or constant, and can be met with designs or plans of work which are to a certain degree permanent. In others the conditions are gradually changing and have to be met by changes in design. The demands upon the steel rail imposed by increasing wheel loads is a well-known example of the latter.

In no branch of engineering, though, is there such continual changing of the conditions as in railway transportation. Not only is it subjected to varying physical conditions—by which also the maintenance of roadbed and tracks are affected—but the flow of traffic is subjected to the same seasonal changes, and, in addition, there are many other influences constantly being

brought to play upon it. Among these may be mentioned the varying business and industrial conditions; the interruption or restriction of traffic on certain routes by floods, washouts, storms, congested facilities and other causes, resulting in diversions to other routes and thus bringing about heavy increases in the volume of the business to be handled; strikes in the basic industries of coal mining and steel production, making necessary heavy movements in unusual channels or sharp curtailment of the flow of traffic; the discovery and development of new sources of raw material, as of oil fields; and, lastly, competition, especially in periods of thin business.

This inherent characteristic of transportation, variability, places upon the transportation engineer the task not only of thorough study and analysis of the problems arising from the more constant conditions, but also of continually meeting in an effectual and economical way new situations which, although they present themselves almost daily and without warning, are persistently different from their predecessors. A former operating vice-president wrote a few lines in his own handwriting to a newly appointed superintendent of transportation. He said in part: "The successful transportation officer handles his business hot off the bat. Your experience as superintendent will enable you to make decisions quickly." In these terse sentences are fittingly implied the emergency phases of transportation work and the training which qualifies the transportation engineer to meet them successfully.

Efficiency in Passenger Service

In some classes of service the requirements of the traffic fix to a large degree the general features of the schedules, the size of the trains and the character of the equipment. This is particularly the case in passenger service, and the opportunities for economies are not so great as in other branches of service. But even here continued and careful analysis will bear fruit. On a division where there are a number of local passenger runs it may be found feasible, by changing the lay-up points of engines and cars or by coupling up runs, to reduce the number of locomotives and cars required, and even to reduce the crew expense. And as passenger travel varies with the seasons and from other causes, it will frequently be found that cars can be taken off during

light periods and so save locomotive fuel and repairs to equipment and insure greater reliability in the observance of the schedules. Where a passenger train has a fast schedule, particularly if there are a number of stops, the elimination of one car from the train will make a considerable saving in the amount of fuel consumed in making the runs. The cutting off from a 6-car train of one heavy car will easily save a ton of fuel on a 100-mile run over the average profile.

An important feature of transportation is the adaptation of train operation to the requirements of the traffic. The problems to be met vary from the simple one of a slow moving traffic, as of coal or ore on some engine district reaching into the mine fields, where the business can best be handled in slow freight trains, with perhaps one or two local passenger trains a day, to the busy multiple-track trunk line with a heavy and diversified traffic, requiring two or three classes of passenger trains with varying schedules, express and mail runs, two or more fast freight trains, a large volume of slow freight to be moved in tonnage trains, and the local and pick-up trains which handle the way freight, do the station switching and move cars to and from local points.

A Problem in Scheduling Trains

Each case between and including these extremes offers a different problem. A simple one is that of an engine district having a mixed freight traffic requiring some two to three through freight trains, a local freight train, and two local passenger trains a day in each direction. It will probably be found that the best freight service can be given by running at least two freight trains daily on definite schedules, suitably spaced throughout the twenty-four hours, and handling any additional business in extras, run daily or every other day as required. The freight trains may be heavily loaded and the schedules slow, but if they are maintained with regularity the service will be reliable and satisfactory from a traffic standpoint as well as economical and efficient in the use of locomotives and cars.

Branch line trains of this kind should be scheduled to arrive at the junctions so that cars of important freight can be switched out and forwarded without excessive delay in fast freights on the main line, thus affording continuous movement to destination. With a more complex traffic situation a

more elaborate arrangement of train service must be provided. Through passenger trains will be required, one or more fast freight trains, such slow freights as may be needed and perhaps a pick-up or local switch run if the way work is heavy. The important thing is to plan the train service so as to be attractive to travelers and shippers.

The railroad is often compared to the manufacturing plant, but there is this vital difference—the manufacturer, as a rule, turns out the finished product before it is sold; the railroad must sell its product (passenger miles or ton miles) before it can even start to produce them. The manufacturing plant runs to full capacity—at least for the units being operated—accumulates a stock if the output exceeds the sales, and closes down when business no longer justifies operation. The railroad in periods of depression must run its passenger trains, even if only a few seats are occupied, and at least certain of its freight trains, although they move a handful of freight only. The importance, therefore, of providing service which will enable the traffic department to sell transportation, to fill the empty seats and to give the freight locomotive a full load cannot be overestimated.

Importance of Size of Train Load

In recent years the value of a high train load has become to a great extent a matter of course, and many of the railroads have systematic methods of following this important feature of transportation. It is not possible to emphasize too strongly the important relation of the train load to the cost of moving freight. Fortunately, methods of determining the proper tonnage ratings for locomotives have been scientifically established and are available in the proceedings of the American Railway Association and in other engineering and railway literature, so that it is a comparatively simple matter to compute the train load for various speeds on the ruling grades and the adjustment factors to compensate from the frictional resistance of additional cars under varying temperatures.

There remains, though, the ever-present problem of determining under varying traffic conditions the running time over the engine district with given speeds on the ruling grades and of ascertaining thereby the engine rating which will produce ton miles at the minimum cost. On a district having a small percentage of the mileage

(Continued on page 114)

American Legion Headed for New Orleans

*Illinois Central System Will Repeat Its Knights
Templar Accommodations at October Convention*

THE annual convention of the American Legion will be held at New Orleans October 16 to 20, inclusive, and the Illinois Central System is preparing to take care of the visiting "buddies" in much the same hospitable manner in which it handled the conclave of the Knights Templar in the same city, April 24 to 27 this year. The "hotel on wheels," which proved so popular, will be operated again, and there seems to be some likelihood that the parking yard will be called upon to handle a great many more than the 125 sleeping cars it held in April and that there will be a call for other increases in facilities in proportion.

It will be recalled by those who were at New Orleans for the Knights Templar meeting and by those who read the April and June issues of this magazine that the Illinois Central System went into the hotel business on a great scale for the Knights Templar, housing 2,500 persons in the parked Pullman cars, serving 3,211 meals on our dining cars parked in the yard and providing 1,185 shower baths in the temporary clubhouse (improvised from a ware-

house), in addition to providing service of many other kinds for the visitors.

Some Facilities to Be Provided

The card issued for the Knights Templar bore the following directions—and it will be the same for the American Legion visitors who avail themselves of the Illinois Central System's hospitality:

Information Bureau

Located at entrance to Parking Yard at Saratoga Street, between Poydras and Lafayette streets.

Baths

Hot and cold shower baths. Ladies' hours, 2 to 4 p. m. Building, corner Lafayette and Liberty streets.

Barber Shop, Manicuring

Corner Lafayette and Liberty streets.

Laundry.

Laundry returned same day if delivered before 9 a. m. Office, Lafayette and Liberty streets.

Dry Cleaning

Same as above.

Pressing

While you wait, if desired.

Public Telephones

At Information Bureau.

Yellow Cabs

Adjoining Parking Yard.

Dining Cars

Dining cars are parked and will serve all meals. Real Illinois Central service is provided.

Telegrams

Western Union and Postal Telegraph companies' office at Information Bureau.

Mail

For mail addressed care Parking Yard apply to Information Bureau.

Baggage Room

Baggage Room is maintained in building (door No. 23) Lafayette Street, for those who desire to store and have access to their baggage.

For the benefit of the Legionnaires, many of whom saw the real Paris while in overseas service, New Orleans is being advertised as "the Paris of the United States."

Unique Entertainment Looked For

New Orleans is preparing to cast aside its veneer of modernism and re-establish the atmosphere of continental Europe during the convention. Entertainment plans for the 150,000 Legionnaires and visitors expected at the national gathering have been based upon the desire of the American doughboy to live for five days in picturesque surroundings and to be entertained with features typical of the South and the cosmopolitanism he encountered in France.



The invitation

Among the leading events of the program arranged is a French Carnival night, to be directed by a number of French societies whose histories date back to colonial days. The Legionnaires will be guests at three carnival balls similar to those held during the famous Mardi Gras celebrations. Dancers will be attired in elaborate costumes and will wear masks. There will be the customary kings and queens, with their picturesque courts and retainers, and for the veteran who desires informality there will be dances in three public squares.

Delegates to the convention sessions, which will be held in the morning, will meet literally "down on de levee." A large covered pier nearly 1,000 feet long and 400 feet wide, astride the Mississippi River levee, will be used as the convention meeting place. New Orleans will be able to seat 14,000 delegates and visitors in this large structure. One-half of the vast floor space will be devoted to the convention proper, the other half being separated by a partition for telephone and telegraph booths, committee rooms, ticket validating offices and concession booths. The interior of the building will be decorated with flags of all allied powers, Legion emblems and banners and palm trees, so abundant in New Orleans and Louisiana.

New Orleans to Decorate Profusely

The business streets of the city will be illuminated by 28,000 electric bulbs and will be decorated with flags, banners and streamers. A "Court of Honor of the Nations" will be established in ten blocks of the principal street, with corresponding flags and banners of allied powers. Signs indicating the names of the states will feature the "Court of Honor of the States," to be held on the principal residential street. Another highway will be rechristened "American Legion Avenue." Insignia of all divisions in the American army will be suspended across the "Streets of the Divisions," red, white and blue electric bulbs illuminating Canal Street, the main thoroughfare, and all principal side streets.

In the port of New Orleans and on Lake Pontchartrain a convention naval show will be held, the U. S. S. Birmingham, flying the flag of Rear Admiral W. C. Cole, commanding the special service squadron. Six destroyers and twelve seaplanes from the naval air station at Pensacola, Fla., have been ordered to New Orleans during the conven-



Hanford McNider, national commander of the American Legion

tion and will form the representation of the United States at the naval show. Invitations to send ships have been forwarded through the State Department to naval authorities of England, Australia, France, Italy, Japan, Brazil and Cuba.

In conformity with a program for development of athletics in the United States, the Legion will stage during the national convention the first "American Legion National Olympic Meet." Ex-service men, whose ranks include many of the most famous college and semi-pro athletes in the country, will compete for national championships in track and field events, aquatic sports, amateur boxing and wrestling, golf and tennis. There will also be a national marksmanship contest and a tournament of professional boxers. The contestants will be divided into teams representing the various departments of the Legion in all parts of the country. Elimination matches have already been held at state conventions of numerous Legion departments to select teams for the national meet, and other department representatives will be named by their state athletic officers. Track and field athletics will be held at the athletic field of Tulane University; aquatic sports, in the Audubon Park pool; tennis and golf, at various country clubs in and near the city; boxing and wrestling, in a recently con-

structed coliseum. The rifle meet will be fired at the state range.

The Legion will be the host to many notables during the New Orleans gathering. President Harding and General Pershing have tentatively accepted the convention invitation, while definite acceptances have been received from Major-General John A. Lejeune, commandant of the United States Marine Corps, and Samuel Gompers, president of the American Federation of Labor. Convention officials also expect to entertain a famous marshal of France and other World War notables. Prominent also among the distinguished guests will be a number of wearers of the Congressional Medal of Honor, the highest award for bravery made by the United States. The heroes will receive all honors accorded to the most distinguished guests. Their expenses and those of their wives to the convention and return will be paid by the Legion. They will be housed in the best hotels and will review the convention parade in the stand reserved for distinguished guests.

Guests to Review Parade

Convention distinguished guests will review a parade of 50,000 Legionnaires one afternoon of the convention. The veterans will march by states in the order of membership increase during the last year. State units will be accompanied by 100 bands and drum corps expected to participate as the result of a band and drum corps contest to be held during the parade march. Entries, which will be restricted to Legion organizations, will be judged by a committee of New Orleans musicians. Prizes for the band contest will be: First, \$1,000; second, \$500; third, \$250. The winner of the drum corps contest will receive \$250, with a prize of \$100 for second place.

Housing arrangements are being undertaken with a view to entertaining 150,000 visitors. The convention committee will attempt to billet as many guests as possible in the downtown district. The larger hotels will be assigned to distinguished guests and visitors, supplemented by delegations from the more remote states. Hotels, rooming houses, business buildings, halls and lodge rooms will also be utilized. An improvised hotel, with an estimated capacity of 15,000, will be established in the Army Supply Base Building. The married "buddy" who brings his wife to the convention will be housed in the residential districts. A canvass for

rooms in New Orleans homes is already under way.

Hotel Rates for the Visitors

New Orleans hotels have established a uniform rate schedule of \$1.50 a day without bath and \$2.50 with a bath. More than 14,000 visitors will remain in the various Pullman cities. The cars will be provided with the conveniences of a modern hotel. Railway authorities have arranged for dining car service, shower baths, electric lighting and have established a rate averaging about \$2 a day for the visitor. To avoid confusion in making room reservations, the hotels and housing committee has ruled that all reservations must be made through the adjutant of the American Legion department in which the applicant lives. The ruling applies to the general public as well as to Legionnaires.

All employes and officers on the New Orleans terminal of the Illinois Central System have assumed an enthusiastic attitude toward the convention, all looking forward to that eventful time. All departments are being tuned up to the highest pitch in an endeavor to see that 100 per cent efficiency, co-operation and courtesy are rendered.

The detailed program of the convention, as outlined by the American Legion committee in charge, will run about as follows:

MONDAY, OCTOBER 16

Sightseeing Trips Through French Quarter

At 10 a. m., 11 a. m., 2 p. m., 3 p. m. and 4 p. m. visitors may avail themselves of a conducted sightseeing tour through the French quarter. This tour will take place at the same hours on each day of the convention. Women experienced in the art of conducting these tours through the quaint French quarter, which holds so many attractions for the visitors, will personally conduct these tours. Every historical building, battle ground, monument and birthplace of history will be shown in detail to the visitors.

Athletics

On this particular afternoon the athletic championships, heralded all over the United States as an equal to the Olympic Games and a second Interallied Meet, will begin. Aquatic contests, amateur boxing and wrestling eliminations, together with tennis eliminations, will feature.

"Butterfly Corps" and Page Tea

The American Legion Auxiliary has picked fifty of the prettiest girls in the

respective states to act as pages during the convention. A banquet to the "Butterfly Corps" and pages will be given in the afternoon at the Country Club.

Trips to Spanish Fort and West End

Among the night entertainment features, special trips to Spanish Fort and West End are offered. Those familiar with sightseeing in New Orleans know that in Spanish Fort and West End, the two "White Cities," entertainment abounds. A trip to New Orleans without taking in these fairy gardens would not be complete.

Professional Boxing

For those desiring something more of the manly art, a boxing program by the best professional boxers of the country, especially brought to New Orleans to perform for the Legionnaires, has been arranged.

Women's "States Dinner"

For the women not yet inclined to yearn for the excitement of pugilistic encounters, a "States Dinner" has been arranged. This dinner will be a brilliant affair.

French Night

On this first night of the convention, perhaps the biggest attraction of the whole convention will be held—"French Night." At that time "New" Orleans will sleep and dream of "Old" Orleans. Nowhere will there be a trace of "New" Orleans. The whole aspect of the city will be changed, and a "second Paris" will be shown to the visitors. Beautiful girls, dressed in the garb of Normandy, will parade the streets. On the sidewalk tables will be placed, and those alighting from trains will step into France. Street dancing, brilliant lights, Parisian decorations—all will lend their enchanting forces to what is expected to be the overwhelming success of "French Night."

Naval Show

Reluctantly drawing himself away from this attraction, the visitor may marvel at the display of allied naval ships lying peacefully in the river—battleships, cruisers, submarines and seaplanes of every description will be waiting a tour of inspection.

TUESDAY, OCTOBER 17

Athletics

On this morning the rifle meet, which will determine the department championships of the rifle contest as well as the individual championship of the American Legion, will begin. Tennis eliminations will also feature the athletic program.

Reunion Day

This day has been set aside for Reunion Day. Every division not holding a special reunion will be given a space on Canal Street for "get-together" meetings and for a renewal of acquaintances. Those divisions and organizations having special reunions will repair to their meeting halls, where their own business can be conducted.

Athletics

In the afternoon the tennis eliminations and rifle and field meet will continue. On this afternoon also the field and track eliminations will begin. Field and track athletes, world renowned, will contest for supremacy, and to the winner goes the title of "champion of the American Legion." Amateur boxing and wrestling eliminations will also be held.

TUESDAY NIGHT ENTERTAINMENT

Trips to Spanish Fort and West End, as described.

Naval display, as described.

Every night during the convention a



The arrival

"dancing area" will be maintained, where many bands will keep a continual sound of music in the air and passers-by may enjoy themselves at dancing any time.

Carnival Night

On this night the attraction that thousands have come to New Orleans to see will be staged. Three massive carnival balls, each with its own subject and theme and each typical of the world renowned New Orleans carnival ball, will be staged. This attraction in itself is bringing thousands of visitors to New Orleans. In conjunction with these balls the dance entertainment by the famous "Lada" will be staged.

WEDNESDAY, OCTOBER 18

Athletics

During the forenoon the athletic championships will continue. Tennis eliminations will be in order.

Parade

At 2 o'clock in the afternoon the annual

Seeking Another Paris

Veterans of General Pershing's *non de luxe* excursion to France in 1918, whose "parley vouz" is already squeaky in the hinges, are getting measured now for a brand new vocabulary of New Orleans Creole French. Night classes in box car Gallic, flivver "frog" and other dialects with which the American doughboy disrupted the native tongue of La Belle France are now being conducted by local posts of the American Legion.

"Kiss ka see," "ness see paw" and other baseball terms of Paris will dribble from the tongue of the American Legion tourist to New Orleans when the national convention of the Legion is held October 16 to 20. For the old French metropolis of Louisiana will be Frenchier than even the Latin quarter of Paris during the gigantic powwow of former service men. "Gendarmes" will replace traffic cops, "petite cafes" will eclipse the one-arm lunchrooms, and "mademoiselles" will have the flappers fatally faded.

Former Premier Clemenceau of France will be a guest of the Legion at New Orleans if he arrives in this country in time for the patriotic festival. There will be a large delegation of veterans from allied countries.

The flashiest boulevard in Paris will look like Main Street, compared to Canal Street, New Orleans, when the natives launch their projected series of Mardi Gras carnival balls and costume processions.—CAPTAIN E. E. MORGAN, in the *Chicago Daily News*, September 14.

parade will start. Those who have heard of the parade at Kansas City last year need not be told of the magnificence of the occasion. The parade this year will be even bigger and better, if a capacity attendance and the amount of preparation can make it so.

Special Trips

On this night trips to Spanish Fort and West End and the naval display will be in order, as well as the nightly street dancing. Another professional boxing show will be staged.

Hut Show

At 8:30 p. m. Edna Thomas, known to so many of the A. E. F.'ers on account of her entertainments furnished to the boys back in '18, will reproduce some of her shows in a monster "hut show."

THURSDAY, OCTOBER 19

Athletics

On Thursday morning, under athletics, the rifle meet finals will be held. Tennis eliminations will continue and golf eliminations will begin. In the afternoon golf eliminations will continue, as will the tennis eliminations. On this afternoon field and track finals will be held.

Tea to Distinguished Guests

At 4 o'clock in the afternoon a tea to the distinguished guests of the auxiliary will be given at the Delgado Art Museum, City Park.

THURSDAY NIGHT ENTERTAINMENT

Special Trips

Trips to Spanish Fort and West End and naval display.

Banquet

On this night the Legion parish affairs committee of New Orleans will entertain with a banquet to Legion delegates, alternates and distinguished visitors.

Air Raid

Immediately after the adjournment of the banquet a bombing party and air raid will take place. This raid will be supported by an "attack upon the city" by allied fleets in the river.

Street Dancing

Street dancing will continue, and the amateur boxing and wrestling finals will be held.

FRIDAY, OCTOBER 20

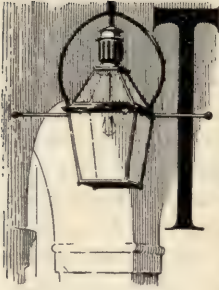
Athletics

During the morning tennis and golf eliminations will continue, the finals being held in the afternoon.

The convention will adjourn Friday morning.

New Orleans, City of History and Romance

French and Spanish Influences and Good Cooking Are Still to Be Found in the Vieux Carre



THE fragrance of the Old World still clings to the section of New Orleans that was a French colony more than half a century before the Declaration of Independence was written, a legacy from the early days when for nearly a hundred years it was alternately under the dominion of France and Spain.

Many of the ancient landmarks are gone, including the stately old St. Louis Hotel, with its slave block, the French opera house and the 1-story building at Chartres and Ursuline streets that was said to be the oldest house in New Orleans. The jargon of Latin tongues that once fell upon the ear of the visitor has given way to English as the predominating language; French, Spanish or Italian is the exception instead of the rule. Throughout the quarter cobblestone pavements have been almost entirely replaced with asphalt. The new parish courthouse of white marble, heralding a new era, gleams resplendent in a setting of dingy streets and grimy stone buildings with faded red-tile roofs. Through the green-shuttered windows of homes that were built perhaps more than a century before their present occupants were born, you may hear, if you listen in passing, the lilting strains of a Broadway ballad.

In recent years the so-called French quarter of New Orleans has been modernized in many respects, but a flavor of antiquity is yet to be found in its narrow, winding streets, over which iron-work balconies throw a shade almost as dense as that cast by the neighboring oaks that mingle their moss-laden branches in City Park. The charm of the old town casts its spell upon the visitor as he steps out of broad Canal Street with its showy department stores and its air of American business life into one of the streets of the *Vieux Carre*. The streets bear French and Spanish names, and are lined with tiny, dim-lit shops filled with antique books and furniture, charming

bits of statuary, Indian curios, restaurants that serve sea-food delicacies, oyster stands, sprinkled over and between with buildings occupied as residences.

A Blending of French and Spanish

The architecture of old New Orleans, especially its public buildings, is more Spanish than French. The town was founded by Bienville, a French-Canadian, but for nearly fifty years the territory of Louisiana was ruled by Spain, and New Orleans was the Spanish colonial headquarters. In 1788, during Spanish occupation, the town that had been built by the early French settlers was wiped out by fire, and in its place there grew up a new town that was neither French nor Spanish, but a quaint blending of the two.

Old New Orleans centers upon Jackson Square, the *Place d'Armes* of the original town, where public meetings and reviews of troops were held. The ceremonies of transfer of the territory of Louisiana from France to Spain, from Spain to France, and from France to the United States took place in the *Place d'Armes*. General Andrew Jackson, whose name the square now bears, was welcomed there following his victory over the British on the plains of Chalmette, adjoining New Orleans, in 1815, and acclaimed the hero of New Orleans. Ten years later Lafayette was received there during his tour of the United States. Not the least interesting feature of the old



A 1-story building at Chartres and Ursuline streets



The entrance to the Cabildo

Place d'Armes to the present visitor is the ever-green tropical shrubbery, broken here and there with the flaming brilliance of flowers in every hue.

Facing the square is St. Louis Cathedral, which occupies the site of the first church erected in the territory of Louisiana. A French church was built there more than two centuries ago, when Bienville laid out the town that he named in honor of the Duc d'Orleans, but the present cathedral building was erected at the expense of a wealthy Spanish nobleman, Don Andres

Almonaster y Roxas, following the disastrous fire of 1788. It was then of Spanish design. The three short towers of the facade were half-spheres. Many years after New Orleans became a possession of the United States, however, the facade was entirely rebuilt, and the short towers became the lofty spires now to be seen. Among the attractions of the cathedral are the beautiful frescoes by Humboldt and a reproduction of the Grotto of Lourdes, which forms one of the side altars; the waters that trickle over the rocks were brought to New Orleans from the miraculous shrine that is visited by so many pilgrims in southern France.

A Treasury of Historical Exhibits

To the left of the Cathedral, as one faces it from the square, is the Spanish Cabildo, built shortly after the fire of 1788 as the capitol of New Spain, which now contains the historical exhibits of the Louisiana State Museum. In the main chamber, the Sala Capitular, met the representatives of President Jefferson and Emperor Napoleon who arranged for the purchase of the territory of Louisiana by the United States.



An exhibit room in the Cabildo—battleflags on the wall, the Napoleon death mask in the foreground

In the Cabildo are now to be seen, among other noteworthy exhibits, the Napoleon death mask, in bronze, made by the emperor's physician, the painting of the battle of New Orleans, by Lami, the painting of the ceremony of transfer to the United States, by T. deThulstrup, and the famous folio volumes of "Birds of America," by Audubon, the bird lover, who was a native Louisianan. The architecture of the building is typically Spanish. At the entrance is an artistic wrought-iron door that has been admired by thousands. Within the courtyard that for a hundred and twenty years was used as a prison yard are the doors leading into dark, dank dungeons.

To the right of the Cathedral is the St. Louis Presbytere, originally the home of the Capuchin monks. The Presbytere was erected at a later date than the Cabildo, but it is a companion structure. It is now used to house the agricultural, natural history and industrial exhibits of the Louisiana State Museum.

Robert Glenk, the curator of the museum, is an authority upon the history of the old town, and the visitor finds him an amiable, courteous gentleman, proud of the museum,



The gate to the Cabildo

and filled with intimate bits of history and romance which add to the pleasure of a visit.

Where Royalty Was Once Entertained

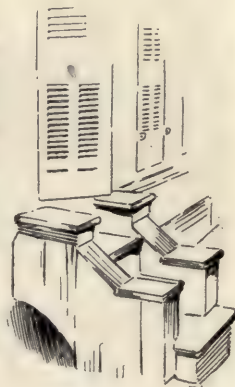
The long, graceful buildings which flank the square upon each side were erected during the early part of the 19th century by the Baroness de Pontalba, a daughter of the Spanish nobleman who built the Cathedral and the Cabildo. For many years the Pontalba Buildings were the center of social life in old New Orleans. Royalty was entertained there with gay parties which are still a part of the romance of the old quarter. The buildings are now principally used as boarding houses and inhabited chiefly by artists.

Further reminders of Spanish rule are to be found in the remains of the Commanderia at 517 Royal Street and of the Spanish Fort on Lake Pontchartrain, just outside New Orleans. At the Royal Street entrance to the old Commanderia two guns are imbedded in the sidewalk. In the courtyard, which now forms the rear

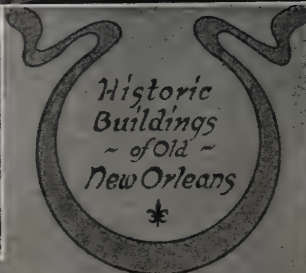
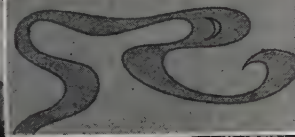


A corner in the courtyard of the Cabildo

October, 1922



A typical doorstep



Historic buildings: 1, Napoleon House, Chartres and St. Louis streets; 2, Absinthe House, Bourbon and Bienville streets; 3, ancient Archbishopric, Chartres and Ursuline streets, now the oldest building in New Orleans; 4, Spanish Cabildo, on Chartres street, facing Jackson Square, showing worshipers leaving St. Louis Cathedral; 5, Madame John's Legacy, on Dumaine street; 6, Haunted House, Royal and Governor Nicholls (formerly Hospital) streets; 7, St. Louis Cathedral, on Chartres street, facing Jackson Square.

of Antoine's renowned restaurant, is what is left of the old Spanish calaboose or military jail, guarded by a massive wooden door with a curious wooden lock. The wall of the Spanish Fort on the side next Lake Pontchartrain still stands, topped by a spiked iron fence. Within the wall many of the old Spanish guns still rest upon their emplacements, with a supply of cannon ball close at hand.

There are families in old New Orleans that have lived in the same tight-shuttered homes for many generations, preferring the shabbiness and squalor about them to the dignified surroundings of the homes out on palm-lined St. Charles Avenue, in the town that was built by the Americans. Many of these homes are on Esplanade Avenue,



A Creole home



A street in old New Orleans

now one of the most picturesque, enchanting streets of the old town. The residences are not to be judged by their exteriors. Within the walls are homes most beautifully decorated and furnished, where the charming social life of a century and more ago still holds sway.

Home Life Is on the Courtyards

At the center of many of the old houses,



Courtyard Scenes

Intimate glimpses of courtyards: Upper left, Spanish Commanderia, at the rear of Antoine's; upper right, the Patio Royal; lower left, the Patio Royal; center, at 835 Royal Street; lower right, the Cabildo.



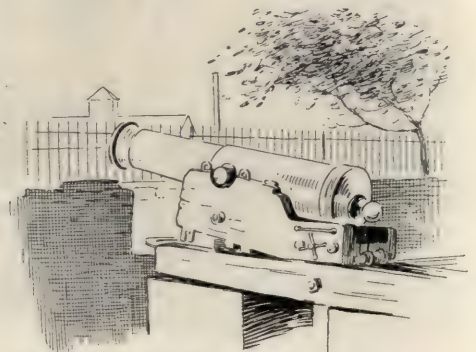
A wall of the Spanish fort that stands on Lake Pontchartrain, just outside New Orleans

hidden from the street, are to be found the courtyards that form such a prominent part of French and Spanish architecture. Beyond the outer walls of buildings that throw upon the street a drab, forbidding exterior one may encounter the most delightful courts that have served as the settings for countless romances of fact and fiction. A fountain tosses gleaming drops of water toward the sky and catches them as they fall upon moss-grown rocks, and a shaft of sunlight, playing upon the court, makes of the drops a million diamonds. On all four sides of the court are balconies upon which swarthy maidens have been wooed by the soft tinkle of guitars and the mellow voices of Latin lovers.

One of the interesting old courtyards that is open to visitors—many are not, as they are in homes still occupied by exclusive families—is at 417 Royal Street, in the building that was once the home of Paul Morphy, the celebrated chess player. The upper floor of the building is used for flats, but on the main floor is the dining room of the *Patio Royal*, with an annex in the courtyard.

The word "Creole," which one finds in

every part of New Orleans, has come to be used for describing anything that is good—creole soups, creole confections, creole vegetables, creole fowls. When the Louisianan desires to place a mark of rare distinction upon anything, he calls it by this musical name. Originally, the term applied to the families which claimed their ancestry from the noble French and Spanish settlers. Proud, aristocratic, these families took upon themselves the name to distinguish them from the newcomers, whose society they disdained. Even their servants became



A Spanish gun

conscious of belonging to another caste, and referred to themselves as Creoles. Although the term has been widely and loosely used, it is still guarded jealously by its original holders and their descendants, and the guide probably will explain with some heat that it does not refer to Louisianans of mixed African blood, as many Northerners are suspected of believing—whether they do or not. One finds negroes bearing such names as Jean, Baptiste, Jules, Antoinette, Marie, etc., and speaking a fluent French. They are principally servants in the homes of French or Creole families, and their fathers and mothers probably served the same families before them.

Where Pirates Had Headquarters

Romance has given old New Orleans a rich endowment. The points of interest celebrated in George W. Cable's novels are still to be found in the old town—the

Haunted House, 'Sieur George's House, Madame John's Legacy, the Cafe des Refugies, and the old Absinthe House, the latter now approaching its one hundredth birthday. The spirit of romance is wrapped up in the Napoleon House, at Chartres and St. Louis streets, which was designed and furnished to serve as a retreat for the exiled emperor when he should be spirited away from St. Helena. Plans had been made, a yacht built and a crew recruited for the exploit, when news was received of Napoleon's death. At Chartres and St. Phillip streets Jean and Pierre Lafitte, the pirates and smugglers about whom many intriguing tales have been woven, are said to have conducted a blacksmith shop, at which they worked to hide their more romantic calling.

Throughout the French quarter, and also in the American section, are to be found those restaurants which have spread the fame of New Orleans as the home of true



In the Parks of



New Orleans.



culinary artistry. Among the most noted of those which remain in the French district are Antoine's, La Louisiane and Madame Begue's. Antoine's is now conducted by Jules Alciatore, son of Antoine Alciatore, who established the original Antoine's in 1840 on a part of the site of the present courthouse. La Louisiane is conducted by a cousin of Jules, Ferdinand Alciatore, a nephew of the founder of Antoine's.

To mention the restaurants of New Orleans is to call up in the minds of those who have explored the wonderful city a host of savory memories. The city is especially fortunate as the home of remarkable cuisines. The skill of French chefs has been combined with the art of the Old South to invest the city with an atmosphere which sends its savors throughout the country, and it cannot be said that one has seen New Orleans until he has explored its many cafes.

A City of Interest to All

For more than 130 years there have been public markets in the triangle bounded by Decatur, North Peter and Ursuline streets, in the *Vieux Carre*, and from the old French Market, which still stands, come the odors of fish, vegetables, sea-foods, meats and



The alley between St. Louis Cathedral and the Spanish Cabildo

fruits. The market is now French in name only; in its stalls will be found representatives of almost every nation under the sun.

The beauty and romance of New Orleans are by no means confined to the section



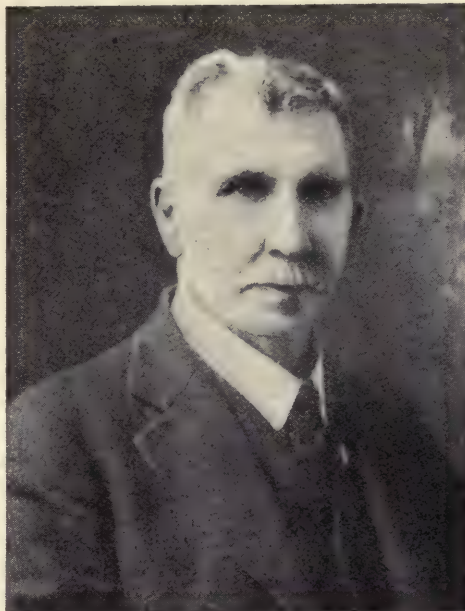
In the American town: Upper left, Loyola University; upper right, Tulane University; lower, in the St. Charles Avenue residence district.

lying below Canal Street which teems with historical interest. There are hundreds of attractive, charming spots in the city which the Americans have built about Bienville's town—the lovely city parks, with their gigantic oaks whose ages no one knows and from whose leafed arms hang great clusters of Spanish moss; the battlefield on the plains of Chalmette, where Jackson and his army met and defeated the British; Loyola and Tulane universities; the cemeteries, in which the dead are buried in vaults above ground because of the water that lies immediately below the surface; innumerable monuments to Southern heroes; homes that are built after the architectural style of the Old South; giant freighters and passenger boats in the harbor, flying the flags of every sea-going nation, and the many evidences of the commerce of the port—for New Orleans ranks second only to New York in the volume of its foreign commerce.

New Orleans is truly a cosmopolitan city,

a point at which converge the New World and the Old, the 20th and the 18th centuries, the North and the South.

HE SERVED 37 YEARS



E. T. Leith

N' O'leans

Helas, m'sieus!—full many a day
has died
Since last I trod the wide, clean street
That cleaves N' O'leans, down beside
The broad breast of Ol' Missie . . .

* * * * *

Regardez-donc, if you shall please,
The palm-trees nodding with the
breeze

Caressing City Park.
Ah bien, m'sieus, could you see these
Who love beneath those moon-splashed
trees

So queeck it's dark!
Those girl!—their voice just like a
smile

Out loud! Those boy!—they are so
full with guile;

They "know their stuff!"
"Ho! ho!" they tease, "jes' one,
"Toinette!

Jes' one to prove yo' love me yet!"
"Toinette says yes—
Of course she does . . . beneath
those trees . . .

With moon-beams lit . . . warmed
by the breeze . . .
In City Park!

* * * * *

Helas, m'sieus!—full many a day
will come
Before I walk the wide sweet street
That cleaves N' O'leans, down beside
The soft breast of Ol' Missie . . .

—GYPSY KAY, in *Chicago Tribune*,
"Line 'o Type or Two."

The Board of Pensions, at the August meeting, granted E. T. Leith of Dixon a pension and retirement from the service. The board, in granting full pension, acknowledged faithful, loyal and capable service of more than thirty-seven years. Mr. Leith learned the Morse code at Mason, Ill., and entered the service as relief agent under Superintendent of Telegraph C. R. Jones in June, 1885. Those were the days when an operator had to flag his own train to deliver train orders, before the days of semaphores, when trains were stopped by a green flag by day and a green lantern by night. Mr. Leith is proud of his Scotch blood, is a man of good habits and always enjoyed good health until within the last year or two. Late in the evening of April 17 Mr. Leith was held up while on duty and the office robbed. The incident bore heavily upon his nerves. The matter was most thoroughly investigated by the company's various representatives, and all united in completely exonerating Mr. Leith from blame.

Saving a Million Dollars in Seven Months

*Great Reduction in Claim Payments More Than
Pleases Management of Illinois Central System*

**By C. G. RICHMOND,
Superintendent, Stations and Transfers**

IN the June magazine the attention of employes was called to the fact that during 1921 the enormous sum of \$2,449,000 was paid out for freight claims, and there was shown the wonderful opportunity for saving a million dollars in claim payments during 1922.

At the beginning of the year, when it was announced that the slogan would be "Save a Million Dollars in Freight Claims During 1922," it seemed an almost impossible achievement to save such a large amount in twelve months.

The response of the officers and employes of all departments in correcting operating deficiencies and overcoming causes for freight claims was indeed remarkable, and with the characteristic Illinois Central spirit the million dollar saving was accomplished in seven months, instead of twelve.

The total freight claim payments for the first seven months of 1922 amounted to \$694,535, compared with \$1,722,636 during the first seven months of 1921, a reduction of \$1,028,101, or 60 per cent.

The number of claims paid for loss of entire packages destined to stations on the Illinois Central System for the first seven months of 1922 totaled 1,202, as compared



Where exceptions originate

with 3,386 during the same period of 1921, a reduction of 2,184, or 64.5 per cent. The total claim payments for loss of entire package during the same period were reduced from \$208,886 in 1921 to \$65,442 in 1922, a reduction of \$143,444, or 68.6 per cent.

In analyzing freight claim payments as to commodity, the freight claim department uses ninety-seven classifications. During the past seven months of this year, as compared with last, eighty-five of the ninety-seven commodities show a decrease in claim payments.

Following is a statement of commodities showing the largest decrease in claim payments for the first seven months of 1922 as compared with the same period in 1921:

Commodity	1922	1921	Decrease	Per Cent
Other vegetable oils.....	\$ 303	\$ 15,838	\$ 15,535	98.0
Agricultural implements.....	1,664	14,832	13,168	88.7
Chemicals and explosives.....	2,813	22,326	19,513	87.4
Coffee	3,062	16,919	13,857	81.9
Fresh meats P. H. P.....	20,318	101,164	80,846	79.9
Sugar from all points.....	23,302	86,994	63,692	73.2
Household goods and second-hand furniture.....	9,913	35,283	25,370	71.9
Manufactured iron articles.....	14,173	46,416	32,243	69.4
Flour	10,921	32,563	21,642	66.4
Lumber	11,411	32,684	21,273	65.0
Castings, machinery and boilers.....	10,576	29,761	19,185	64.4
Syrup, glucose and molasses.....	7,200	19,984	12,784	63.9
Textiles	14,388	38,060	23,672	62.1
Automobiles and auto trucks.....	17,568	45,799	28,231	61.6
Other manufactures and miscellaneous.....	115,935	293,646	177,711	60.5
Petroleum and its products.....	9,373	23,714	14,341	60.4
Bananas, fruits and perishable.....	127,674	306,028	178,354	58.2
Cotton	15,286	35,827	20,541	57.3
Grain	54,058	110,420	56,362	51.0
Bituminous coal	44,977	90,074	45,097	50.0
New furniture	24,664	45,218	20,554	45.4
Total	\$539,579	\$1,443,550	\$903,971	62.6

Following is a statement showing the reduction in claim payments by principal causes during the first seven months of 1922, compared with the same period in 1921:

Cause	1922	1921	Decrease	Per Cent
Wrecks	\$ 25,006	\$ 110,417	\$ 85,411	77.3
Loss of a package	65,442	208,886	143,444	68.6
Delay	80,510	250,400	169,890	67.8
Robbery	23,667	73,142	49,475	67.6
Refrigeration	33,449	76,710	43,261	56.3
Defective equipment	111,262	241,199	129,937	53.8
Rough handling	218,182	435,960	217,778	49.9
Unlocated loss	72,236	138,960	66,724	48.0
Total	\$629,754	\$1,535,674	\$905,920	58.9

While a large percentage of the excessive claim payments of 1921 was due to losses sustained in 1920, when we were passing through the readjustment period and many unsatisfactory operating conditions prevailed, there is still room for marked improvement in the number of exceptions received and claims filed chargeable to rough handling, delay and defective equipment, which are the most prolific causes for claim payments.

These three items are mentioned to call the attention of officers and employes to the importance of continuing their efforts toward corrective action, with a view to further improving the loss and damage situation.

Shippers Gave Fine Co-operation

In considering the causes responsible for these remarkable decreases, we must not overlook the shippers and the excellent co-operation on their part in assisting to overcome causes for freight claims. Many shippers put on "Perfect Package" campaigns during the same month in which the "No Exception" campaign was carried on, which was of great assistance in making the wonderful record of last June, when only 1,485 exceptions were received chargeable to irregularities in the handling of L. C. L. freight on the entire Illinois Central System.

In this connection, an observation of the packages used the last year shows evidence of great improvement

in the marking and packing of shipments, and also in the quality of containers used. In many instances, shippers further strengthened their containers by the use of

wire strapping and seals, which make the package much stronger and more durable, giving greater assurance of its arriving at its destination in sound and satisfactory condition.

While it might be claimed that the general reduction in the price of commodities was responsible in a large measure for these reductions in claim payments, the fact that there was a decrease of 58,390 claims presented in 1921, as compared with 1920, and a decrease of 23,524 presented during the first seven months of 1922, as compared with the same period of 1921, with an increased carload and less-than-carload tonnage,



proves conclusively that increased efficiency and co-operation on the part of the officers and employes of the Illinois Central and Yazoo & Mississippi Valley railroads has resulted in a real improvement in the loss and damage situation.

Payments Now 3.8 Cents a Second

The following is an interesting statement in connection with the claim payments for the first seven months of this year, compared with the same period last year:

Total claim payments, seven months.....	
Claim payments per month.....	
Claim payments per day.....	
Claim payments per hour.....	
Claim payments per minute.....	
Claim payments per second.....	

looks at life in a broad way. He doesn't exaggerate the little mistakes of others and go to pieces over trifling annoyances; he doesn't make a great fuss about every little thing that fails to go just right. The little fellow stumbles, often goes to pieces over trifles, but the big fellow isn't troubled by them. He is too large of mind, too well poised even to notice them. If you spend your time bothering about trifling things,

1922	1921	Decrease
\$694,535.00	\$1,722,636.00	\$1,028,101.00
99,219.30	246,090.85	146,871.55
3,276.00	8,125.00	4,849.00
136.50	338.50	202.00
2.27	5.64	3.37
.038	.094	.056

While, as shown herein, there has been a marked reduction in claim payments during the last seven months as compared with last year, the present conditions call for greater effort on the part of all employes to make as good a showing, or a better showing, for the remainder of the year in order to make 1922 the banner year.

It is generally admitted that revenue paid out for loss and damage represents an indefensible waste of money and results in a great economic loss as well as in dissatisfaction to patrons.

The remarkable reduction in claim payments during the present year is gratifying and highly appreciated by the management. All employes are to be commended for the good results obtained, and their earnest co-operation is solicited in keeping the freight claim payments down.

The accompanying graphic chart shows the decline in claim payments from January, 1921, up to and including July, 1922.

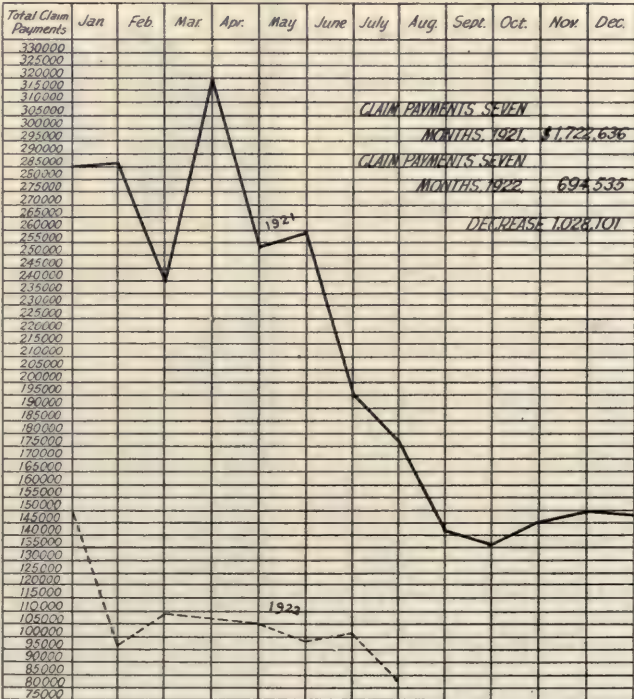
BIG MAN OR LITTLE?

If you spend much of your time scolding and nagging your office assistants, finding fault with your stenographer and everybody else about you, grumbling over trifling mistakes, haggling over little matters, you are not a very big man. A big man

worrying over unimportant matters, you are wasting and using up energy that might be used to produce something. You are not a big man; you are one of the little fellows.—*Success Magazine.*

START RIGHT

No matter what business you may choose, there are three or four things that you must have if you are to start right in life. You must have a capacity for steady, persistent, hard work. There is no honest business or profession in life in which this is not a prime requisite.—*Uncle Henry's Sayings.*



How claim payments have run

For Promotion, Learn the Job Just Ahead

*C. F. Duggan, Chief Clerk to G. E. Patterson, Rose
from Division Accounting Work in 4½ Years*

ALTHOUGH an employe is successfully handling his position, he should keep a close watch on the work of those who are more advanced than he if he hopes for continued success and promotions. Mastering his work will insure him against losing his position, but he cannot advance unless he thinks along advanced lines and studies the more advanced work.

C. F. Duggan, chief clerk to G. E. Patterson, acting general superintendent of the Northern Lines, believes in that rule, and he has advanced to his present position from a clerkship in the division accounting office at Dubuque, Iowa, in four years and six months.

From the very beginning of his employment, his work was first in his mind, of course, but he never neglected an opportunity to investigate and study the work of others about him. He was interested in his work, did it admirably, and then made himself familiar with the results his work was accomplishing. He learned what was done with the fruits of his efforts and was soon able to direct his own work if an occasion arose which required that.

He studied constantly. During the office hours, his mind was occupied with his work. He says that he never was able to find time for anything else through those hours and that he believes there should be time for nothing besides work in any position. The preparation for something better came outside of the regular office hours. That was his own time, and he used it to his best advantage.

Employees Put Brakes on Themselves

Too many employes do their work well, but fail to increase their knowledge of railway work, he says, and the result is that they remain in the same positions. After all, he believes, that is the place for them. They are of more value to the company where they are than they would be elsewhere, for they are fitted for one kind of work alone. They are dependable employes, and the company appreciates their work, but they are putting brakes on themselves when they do not think beyond their own routine.



C. F. Duggan

Mr. Duggan is in a position now where he chooses the employes to fill the vacancies in his office. Long before he was made chief clerk, he was familiar with that work, for he studied it in the hope that he would become one some day. He watched and studied the selections the chief clerks over him had made, and when the time came for his promotion he was fitted for the work. He is still studying the problem of selecting the right man for a vacant position. He considers that as one of his most important tasks, and he finds that wise selections can be made only after obtaining an absolute familiarity with the organization. That means a study of each position in his office as well as a study of the person best fitted for that position.

A supervising clerk can easily make a mistake when a vacancy is filled by an applicant from outside of the office, he says. There is no hard, fast rule by which a man may be chosen. He may appear to be capable of handling the work, but fail completely when he is placed in charge. How-

ever, much can be learned about the applicant through a careful interview, and Mr. Duggan makes his interviews thorough when he is forced to fill a vacancy in this manner. Questions in regard to home life, parents and birthplace give some idea of the applicant's character, while his education and experience in various lines of work help to show if he is fitted for the work. Of course, neatness in the appearance of the applicant will aid materially in obtaining the desired position, but neither handsomeness nor good physique has too much weight with Mr. Duggan. The impression made by the interview is the deciding factor.

Gets a Day's Work Done Each Day

Mr. Duggan makes it a practice to arrive at his desk early each morning. An early start makes the day run smoother, he says, and a smooth-running day means a lot of work accomplished, with a pleasant and early close of the day. There are times when more work is to be done than can be accomplished during the regular hours, but he clears up each day's work that day, because it makes the following day's work more satisfactory and easier to get started on. A clean slate each day makes him happy in his work, he says. His correspondence is always answered the day it is received. He finds that a study of details and reports aids him in handling his work by shorter methods.

Mr. Duggan is only 26 years old. He was born August 8, 1896, on a farm near Ryan, Iowa. He developed his growing muscles and received his primary education there and then went to the high school at Dyersville, Iowa. He was graduated in 1914 and attended the Cedar Rapids Business College the following year. He then accepted a position as stenographer for the Iowa Telephone Company at Cedar Rapids, where he remained until March 8, 1916, when he entered the service of the Illinois Central as a clerk in the division accounting office at Dubuque. He became interested in the new work and studied hard, and it was not long before he received a promotion. He continued to study and was rewarded with promotions in that office, until 1918 found him as the assistant chief accountant. On October 1 of that year he was made the chief accountant of the Illinois division.

Previous to that time, the Illinois division offices had been in Chicago, and the Chicago terminal division had charge of the ac-

counting of the two divisions. There were two superintendents, but only the one accounting department. When it was decided to move the offices of the Illinois division to Champaign, Ill., Mr. Duggan was placed in charge of organizing the new accounting office.

Made Good in Selecting Clerks

A few of the employees in the Chicago office were transferred to Champaign, but most of the new positions had to be filled from the army of applicants who appeared in Champaign when it was learned that the new office was to be opened. The new men were placed in the minor positions until they proved their value and ability and were then promoted. Mr. Duggan used rare judgment in his selection of men, for two of those he chose at Champaign later became chief accountants on the system.

The thoroughness with which Mr. Duggan organized the accounting office at Champaign attracted the attention of G. E. Patterson, then superintendent of the Illinois division, and after the department was running smoothly Mr. Duggan was offered the position as chief clerk to the superintendent. That was on January 16, 1920.

A short time after that Mr. Patterson was appointed the acting general superintendent of the Northern Lines, and on September 1, 1920, he offered Mr. Duggan the position as his chief clerk.

DIES IN AUTOMOBILE ACCIDENT

Raymond B. Woods, 23 years old, employed in the revising bureau at Memphis, lost his life Saturday evening, August 26, in an automobile accident. He and another boy left Memphis in an automobile for Holly Springs, Miss., to attend a country dance. On reaching Byhalia, Miss., they inquired as to the direction to Holly Springs and were told to go straight ahead. A bridge connects two roads at this point, and a newly made road led around the bridge, which was being rebuilt. As there was no warning left at the approach of the bridge, they journeyed ahead for a few hundred feet, when the car suddenly plunged down about six feet. Neither Woods nor his companion was rendered unconscious by the plunge, and both arose to right the car, when Woods fell back to the ground. When his friend reached him, he was dead. Woods saw service in the United States Marines. He is survived by his father, mother, two sisters and three brothers.

Runs World's Largest Cotton Plantation

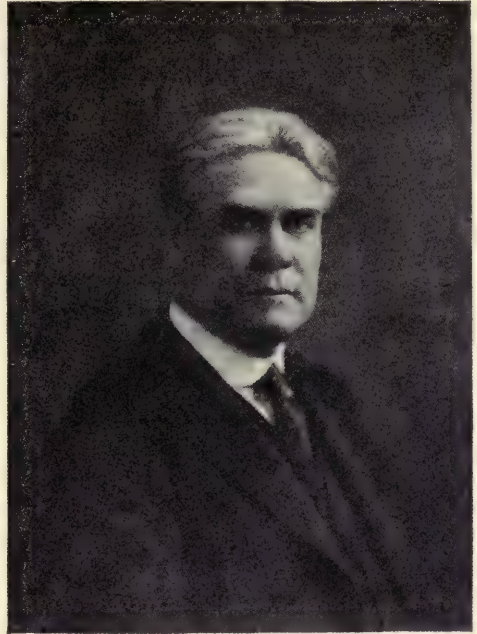
*L. K. Salsbury of Delta & Pine Land Company,
Scott, Miss., on Our Lines, Controls 65,000 Acres*

IN Bolivar and Washington counties, Mississippi, but chiefly in Bolivar, is located the largest cotton plantation in the world. It is known as the Delta & Pine Land Company, with plantation headquarters at Scott, Miss. Under one management the departments function with the precision of a delicate machine, and to the outstanding genius of one man is their success due. With the development of the area of 65,000 acres representing an investment of \$20,000,000, his achievement can be classed almost as empire building.

As a romance of brilliant accomplishment, this farm stands on a parity with the achievements of genius in any realm of industry and finance. The man whose vision dreamed it and whose generalship and constructive ability wrought it into actuality and whose heart dictated plans of organization and policies of benevolence and humanitarianism, now the admired and respected leader of this mammoth enterprise, was affectionately given the title of "Big Boss" by Sir Herbert Dixon of England, a soubriquet that still clings as a title of endearment as it is pronounced by the officials and laborers from the highest to the humblest.

President an Energetic Organizer

The "Big Boss" is the president, L. K.



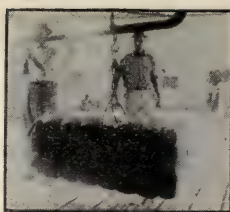
L. K. Salsbury

Salsbury of Memphis, Tenn. He is a dynamo of energy. He is an organizer, the equal of the heralded captains of industry and finance familiarly known throughout the country. He is big and strong in physique, in mind and in heart. His modesty has kept



General view of Scott, Miss.

hidden for a decade the wonderful application he has successfully made of system, efficiency and organization to the conduct of the agricultural business in the Delta of Mississippi, in the heart of the South.



Weighing cotton

The work of reclamation has been made complete on these farms. There are thirty-six miles of big dredge canals, twenty-four to a hundred feet wide and six to twenty feet in depth, and there are innumerable smaller ditches. The arrangement is so good that these ditches and canals dispose of the surplus rainfall perfectly. Although the land is level, with alluvial soil, the drainage is so thorough that it may be worked almost immediately after rainfall. The thought held by many that the Mississippi Delta is a swampy, malarial, disease-stricken area is absolutely erroneous. With the application of proper methods it is not only dry and fertile but is as healthful as any part of the country. The top soil has been found to be as deep as forty feet, as at that depth, in digging wells, cypress logs have been found.

Delta Soil Is Notably Fertile

The soil has an abundance of all the elements required for complete fertility. Phosphorus, potash and lime are present in an inexhaustible quantity, and it is only after many years of constant cropping that nitrogen becomes deficient. But all that is necessary to restore its original productiveness is a year's rotation in any of the clovers, cowpeas or other leguminous plants, or application of commercial nitrates. It is a remarkable fact that all winter and summer legumes that will grow anywhere will grow in the Yazoo-Mississippi Delta.

There is a population on the farms of



Cotton wagons at gin

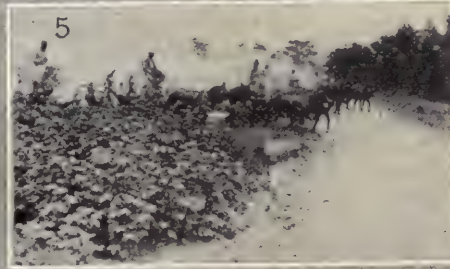
10,000 negroes and 300 white persons. At each tenant's or employee's house may be seen a garden, poultry, high-bred hogs and cows. The set policy has evolved plans whereby cotton is the sales crop, but there are also produced foodstuffs for tenants, employes and livestock. It will be a revelation to many to know that twelve acres is the average farm for a man and wife; if there are children, the acreage is increased until the maximum is about twenty-four

The Delta

The Yazoo-Mississippi Delta—in ancient days covered by the waters of the Gulf of Mexico, later the land of the mound builders, whose monuments reveal to the archaeologist the secrets of an old civilization, and still later the home of the Choctaws and Chickasaws—is in reality not Mississippi, for Mississippi is many feet below the surface of this alluvial plain. The delta is a composite or mosaic of deposits from the many states drained by the majestic river discovered by De Soto.

For countless centuries the river brought down the richest soil of more than thirty states and spread it out over this great valley, creating a fertility as rich as that of the Nile. Through engineering skill the river has been harnessed, the current now being held by the mighty levee system, making secure from flood waters an area capable of sustaining as dense a population as any other like section of the world. In fact, for agricultural performance it has potential power for the greatest rural civilization man has known.

The South is the land of cotton, and Bolivar County, in the Yazoo-Mississippi Delta, ranks first in cotton production as compared with all counties in the cotton states, and it ranks twenty-first in the value of agricultural products as compared with all counties in the United States. This county, named for the heroic leader who is referred to as "the Washington of South America," is immediately adjacent to the county which bears the name of the "Father of Our Country." Thus Washington and Bolivar, at the point of whose swords the independence of the hemisphere was won, have enduring monuments to perpetuate their memory in these counties that stand through Providence as high examples of economic independence.



On the world's largest cotton plantation, Scott, Miss. 1. Clearing land for cotton. 2. Clearing cypress brake for cotton. 3. Hoeing young cotton. 4. Cultivating young cotton. 5. Cotton dusting machines poisoning boll weevil. 6. Battery of boll weevil dusting machines. 7. A field of cotton. 8. Picking cotton. 9. View of ginning plant. 10. Cotton on platform for shipment via Yazoo & Mississippi Valley Railroad.

acres, thus exploding the theory of at least forty acres and a mule.

On this Scott farm will be found fifteen hundred mules, and in addition saddle horses for managers and other officials. Dr. B. M. Davenport, who is a graduate of the Ontario Veterinary College, Toronto, gives his entire time to the care of the livestock on the place. The mules and saddle horses on the place are valued at \$275,000.

Plantation Is Electrically Equipped

The entire plantation is furnished with electric power for lighting and mechanical operation. The power is transmitted by cable from the power plant at Greenville, Miss. The homes, stores, offices, mills and streets are lighted with electric lights. There is an abundant supply of pure water from two great flowing wells nearly two thousand feet in depth. The place has every modern appointment of a complete water system, hot and cold water and baths. Great concrete troughs are provided with running water for the livestock. A beautiful fresh-water lake is picturesquely located in the center of the property and is drained by Deer Creek, winding its way through the Delta. Bolivar Lake was once the main channel of the Mississippi. It is six miles long and from one-half to one-third mile in width.

All the units of the organization are connected by a private telephone system. This is of immense economic advantage, giving to the general manager and the farm manager instant contact with the remote outlying areas. When a new farm unit is to be

opened, one of the first things done is to establish telephone communication.

Homes for Officers and Employees

The homes of the general officers are at

Scott. They are attractive residences, located on wide streets, facing the lake and Deer Creek. The houses are screened, and the yards are large and made attractive with shrubs and flowers. The homes of the managers on the farm units are similarly built. The



Ditching machine

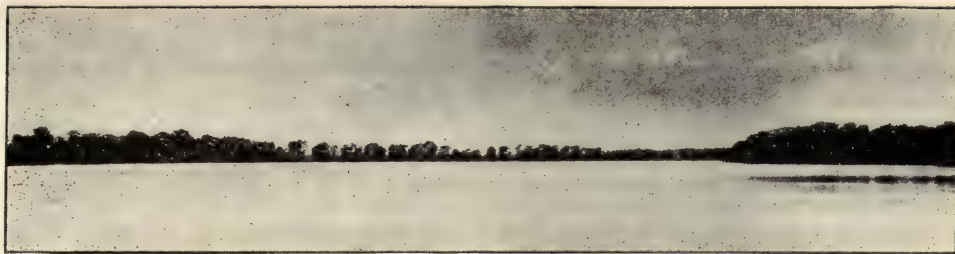
homes of the tenants and employees are

standardized houses, with all the needed comforts. All the tenant houses and farm buildings are painted white or whitewashed, and the instant impression is that of cleanliness. The houses throughout the area fairly shimmer in the sunlight.

The farm has its private laboratories and experimental farms for the breeding of seeds and other scientific work. In charge of this work is E. C. Ewing, a graduate of the Agricultural and Mechanical College of Mississippi and a graduate with the degree of Master of Science and Agriculture from Cornell University. Prior to his service on the farm at Scott he was with the government Bureau of Plant Industry. For nine years he has been breeding seeds, striving for a



Plantation store at Scott, Miss.



Bolivar Lake at Scott, Miss.

variety that will yield a longer staple and the maximum production, adapted to the soil type of the Delta. The success obtained is remarkable, and there has been produced a variety of long staple cotton that is as early and prolific as the short staple. This variety, named in honor of the creator of this great enterprise, is known as the "Salsbury type." Another notable result of experimentation is in the spacing of the plants and the rows. The old spacing was sixteen to twenty inches between stalks, with 4-foot rows. The spacing now followed on the farm is six, eight and ten inches, with rows three and one-half feet wide. The most intensive methods of cultivation are employed; with the Salsbury seed, early and prolific, this farm successfully fights the boll weevil, using untiring energy scientifically and intelligently applied.

Effort Is to Make Life Pleasant

Many things have been done to make life on this property attractive and happy. This company's plans could well be studied in solving the so-called race problem. The managers have created a condition that is

ideal. The plans for the pleasure, education, health, happiness and the moral and religious life on the plantation are given the same careful consideration as the commercial and financial program, where percentages must be made and dividends created. The "Big Boss" and his associates have put their hearts into the work and have at times, at great cost, introduced plans and innovations that have had a large part in the building of the spirit of co-operation and making possible efficient co-ordination of so large an enterprise.

A bird's-eye view of Scott, the capital of the enterprise, includes many units, each seemingly small and unimportant but necessary to complete and round out the whole organization.

The sawmill, with a capacity of 12,000,000 feet a year, and a planing and shingle mill handle the timber as the forests are cleared. They not only furnish all the lumber for building operations on the farm but also produce a surplus for shipment to many parts of the United States and to many markets of the world. The great mills are



The plantation sawmill

equipped with modern machinery. The timber brought in on the logging trains is sawed, graded, piled in the yard and loaded for shipment with the same economy and watchful regard for detail that characterizes every other operation on the farm. In the yard at all times is lumber valued at from a quarter of a million to half a million dollars. The timber includes cypress, hickory, elm, oak and gum, ash and cottonwood.

Acreage in Crops Besides Cotton

As mentioned, cotton is the sales and money crop on this plantation. However, to make the farm self-sustaining in food crops alone is a stupendous operation. There are 600 acres in alfalfa, 600 acres in oats, 2,000 acres in pasture, 6,000 acres in corn. The alfalfa yields five cuttings annually. The corn crop is sufficient for man and beast, with a surplus. As an evidence of the surplus of livestock produced, the farm at one time shipped a solid train of thirty cars of hogs and cattle direct to St. Louis.

This property operates a railroad ten miles in length. This road is equipped with a sufficient number of steam locomotives and cars adequately to handle the transportation end of this immense industry and is used in conjunction with the Yazoo & Mississippi Valley Railroad.

Educational advantages beyond the average are provided for the white children. A school, part of the public school system of Bolivar and Washington counties, financially aided by the company, is established on each farm unit for the negro children and makes possible the employment of high-grade teachers. A higher graded school has been built for the negro children, and there is in process of organization a higher vocational school for them where agriculture, elementary mechanics, domestic science, woodwork and other practical courses will be given. Twenty thousand dollars will be appropriated to establish this school. A night school for negroes is in successful operation. It has also been determined to install a moving picture exhibit, not only for entertainment but also for the educational value of the films depicting country life, health and sanitation.

President Alert for Improvement

The president, L. K. Salsbury, dreamed a dream and realized it. An executive, a financier, and a benefactor, he caught the vision of the potential possibilities of the Southland, and in response the natural resources yielded to the hand of labor, capital and sys-

tem. Who is Salsbury? He said once: "God Almighty placed this soil here in the Delta that only needed the heart of faith in its possibilities and the touch of organized processes in its cultivation to establish an agricultural power not excelled anywhere on the earth." And he has seen them all, including the valley of the Nile.

He is the father of processes of seed breeding, intensive production on small acreages for tenants, reclamation, harvesting and marketing that constitute a romance of achievement. He has made his company the largest seller of planting seed and the biggest and most successful user of boll weevil poison and nitrate of soda in the South. He is president and creator of these planting operations and the directing head of many other large and successful projects.

Heretofore the boll weevil poison has been applied by machinery. This plantation is now experimenting with an airplane to ascertain if application can be made with such a machine; if so, the efficiency of application will be increased 100 per cent.

President Salsbury has upon many occasions made the statement that the services rendered by the Yazoo & Mississippi Valley Railroad have contributed in a large measure toward the success of this vast project, and he much appreciates the friendly spirit of co-operation which exists between the officers and employes of the railroad and himself and his organization.

RAILROADS GET MORE CARS

According to the car-service department of the American Railway Association, the railroads of the country had 25,763 more new cars either ordered and under construction or installed in actual service during the first seven months of this year than during the entire year 1921. During these first seven months the carriers installed or had on order 95,199 new freight cars of various kinds, compared with a total of 69,436 such cars ordered or installed during 1921. Of the total, 41,405 were coal cars. New box cars amounted to 39,612 during the period mentioned, of which 8,002 have been actually delivered and placed in service. The railroads' supply of refrigerator cars was also augmented by the ordering of 6,428 refrigerator cars up to August and by the acquisition and installation of 3,870 such cars, a total of 10,318 cars installed or ordered.

Monee, Ill., Named After Indian Woman

Long Search Finally Reveals History of Noted Character Who Had a Reservation All for Herself

By JOHN G. DRENNAN,
District Attorney, Chicago

MONEE is a village on the main line of the Illinois Central, about thirty-five miles south of Chicago. The station is upon the highest ground between Chicago and Kankakee, commonly known among operating department employes as "Monee Hill." At present the company is spending a large amount of money reducing the grade of the track through Monee; this will result in a cut of about twenty-two feet through the village and the separation of all the grade crossings.

The history of the name of this village has been a matter of conjecture and some discussion for many years.

About fifteen years ago I was at Monee on business for the company. As the name seemed somewhat odd to me, I inquired of some of the older residents as to the origin of the name. I was told that Monee was an Indian chief who once lived on a reservation nearby; that Monee had died many years ago and was buried in a grove near the village. I then made inquiry among some of the older residents; one especially, whose name I cannot recall and who gave his age at that time as 78 years, advised me that he knew this Indian chief, Monee; that he remembered when Monee died; saw him buried and could point out the spot where the grave was located. I then decided that I would take the matter up with the Chicago Historical Society and suggest the marking of the spot with some appropriate monument. Soon after, however, important matters claimed my attention, and nothing was done toward the marking of the grave of the supposed Indian chief, Monee.

Thought Monee Was a Woman

Some months ago, when there was need to procure an ordinance from the village, giving its consent to the reduction of the grade of the roadbed through the village, I attended several meetings of the village council. These meetings were also attended by a number of the inhabitants of the village, some of them old men. Here I again brought up the subject of the Indian chief, relating what was told me about the burial spot, but I was informed that the old man

I talked to many years ago was dead. It was thought, however, that the grave of the Indian chief could yet be located. While the subject was being discussed, one of the old residents who was present leaned forward in his chair and said to one of the participants in the conversation: "Joe, I've heard of that Indian chief, Monee, before, but I always thought he was a woman." This remark was regarded as a real joke and told as such from time to time.

Some weeks ago it was suggested again that I look up the history of the Indian chief. I went to the Chicago Public Library and, with the aid of one of its most competent assistants, Miss Adah Whitcomb, delved into the history of the Indians of Chicago and vicinity, but I could find no trace of an Indian chief with the name of Monee. Miss Whitcomb finally suggested that we examine what are known as the Fergus Papers, and we there found in one of the indexes the word, "Monee." We found an article copied from the *Chicago Tribune*, prior to 1883. This article followed, in the Fergus publications, the correspondence between Sydney Breese, one time a United States senator and for many years a justice of the supreme court of this state, and Stephen A. Douglas, while the latter was a United States senator from this state.

Granddaughter's Letter Tells of Monee

This article in the *Tribune* purported to set forth the names of the different stations along the line of the Illinois Central in Illinois and the origin of the names, many of them being Indian names. The station of Monee, it was said, was named for Monee, a Pottawattamie Indian woman, who was the wife of Joseph Bailly, a white trader of much influence in the Calumet region.

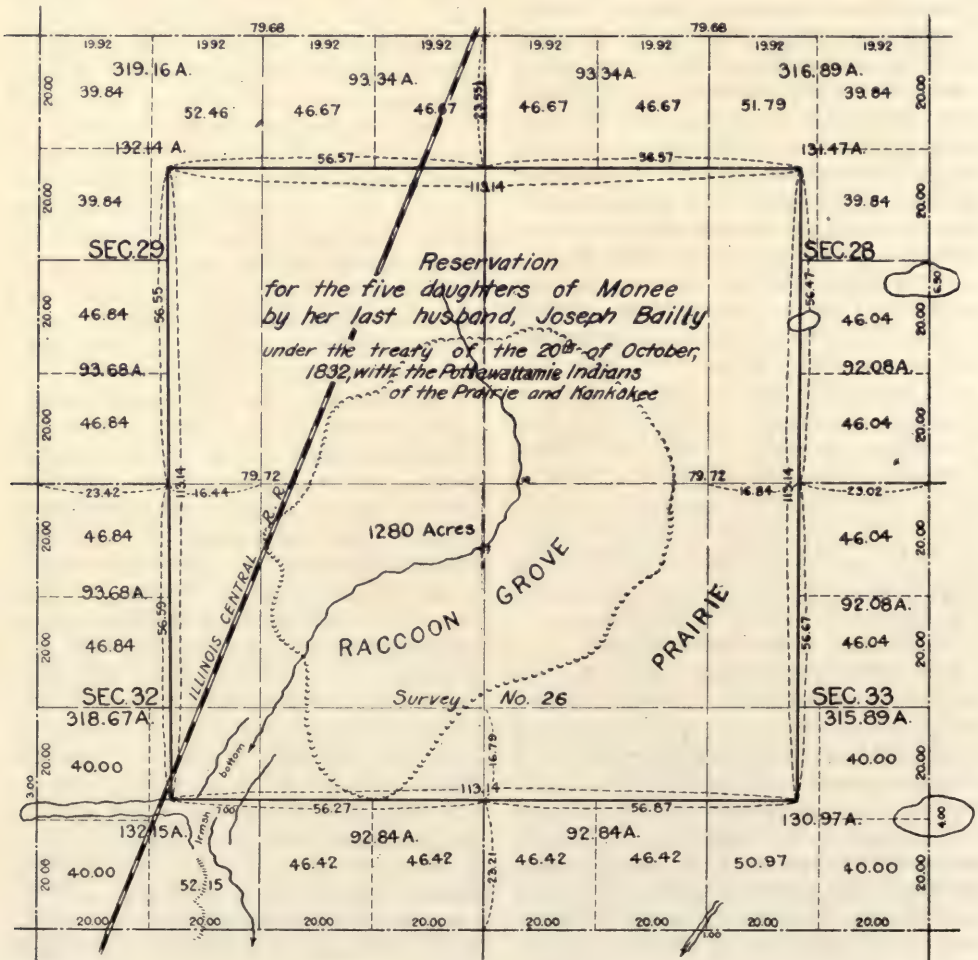
Beneath this statement was what might be termed a footnote, consisting of a letter dated at Bailly Homestead, Porter Station, Ind., April 22, 1884, signed by Frances R. Howe. This letter is of considerable length and most interesting. The writer declared that her grandmother, Monee, was not a Pottawattamie Indian; that the father of Monee was a Frenchman named Lefevere and that the mother of Monee was an Ottawa Indian [the Ottawas were regarded as

Monee's given name, the one by which she was baptized in the Catholic Church, was "Marie." There was no sound in the Ottawa dialect corresponding with "r," and so she was called by the Indians "Maunee" or "Monee."

While residing with the tribe, she met and married a French trader, Joseph Bailly des Mesdein, afterward known as Joseph Bailly. Bailly was born in Quebec in 1774 and died in 1835 at the Bailly homestead, which he had located near Porter Station, Ind., now on the Michigan Central Railroad. Monee, however, lived until 1866 and died at the age of 83.

Monee seems to have been a woman of much talent and influence with the Indians in the Calumet district, the Pottawattamies. When these Indians, known as the Pottawattamie Indians of the Prairie and Kankakee, made their treaty with the United States October 20, 1832, they caused to be incorporated in this treaty an agreement on the part of the United States to convey to the five daughters of Monee [she had but four daughters, in fact], by her husband, Joseph Bailly, two sections, or 1,280 acres, of public lands, to be thereafter located. On March 30, 1836, a reservation of 1,280 acres of land was located by the authorities of the United States as such a reservation for the five daughters of Monee. A plan of this reservation is shown herewith.

It will be noticed that this reservation is carved out of the center of four sections



(namely: 28, 29, 32 and 33) and includes, practically in the middle of it, what is designated as Raccoon Grove, of approximately 160 acres. The right-of-way of the Illinois Central runs somewhat diagonally through the western half of this reservation. The history of this concession and the records of Will County disclose that Monee had but four daughters, namely: Esther, who married J. H. Whistler; Rosine, who married Francis Howe; Hortense, who married J. H. Wicker; and Eleanor, known as Mother Mary Cecilia of the Sisters of Providence, Terre Haute, Ind.

Life Insurance

It is noticeable that most of us cash our checks on pay day and shortly after spend our two weeks' earnings, paying current bills and incidental expenses. From this it would seem that the majority of us are not more than one jump ahead of the collector. If for any reason our earning power were taken from us, we would be without independent means of support. Before we can better this condition we must build a foundation so we cannot sink lower.

Life insurance is one of the factors that should enter into the construction of this foundation. No wage earner with a regular job should neglect to carry at least a small amount of life insurance. We should not make the mistake of overburdening ourselves with insurance, on which we may later be unable to pay the premium, as this would be as bad as, if not worse than, being without insurance. The amount carried should be governed by the monthly earnings of the individual.

Before taking out a policy, careful consideration should be given to the company, kind of policy and amount. There are many desirable forms of policies, and it requires but little effort to find one to fit the need of the individual.

To the average man life insurance is a mystery; its very simplicity makes it so. The general principle is the grouping together of many persons to protect one another against possible loss.

If we place our personal affairs on a substantial basis, we cannot spend all our earnings satisfying immediate desires. It is but wisdom and reason to provide for old age and disability through secure investment of savings and the protection of a reasonable amount of life insurance.—H. O. VOEGELI, *Chief Shop Accountant, Jackson, Tenn.*

About the time the Illinois Central located its line through this reservation, William B. Ogden, first mayor of Chicago, bought this land from the daughters of Monee for about \$5 an acre.

Monee lived with her daughter, Mrs. Frances Howe, and her granddaughter, Miss Frances R. Howe, on the Bailly homestead, about a mile and one-half from Porter, Ind., until she died in 1866. Her granddaughter, Frances R. Howe, seems to have inherited the Bailly homestead. At her death she willed it to the Catholic Church to be a home for aged nuns, and at present it is so used.

It is manifest that Monee was a woman of much ability, a devout Christian, and transmitted these good qualities to her worthy and generous descendants. It is true that she "was a woman" (as the old Monee resident believed) and well worthy to honor the village of Monee with her name.

LOCAL ATTORNEY DIES

Judge William H. Norris of Manchester, Iowa, died at his home at Manchester on August 20, 1922, at the age of 65. Judge Norris for many years was the able local attorney for the Illinois Central Railroad Company in Delaware County. He was a man of unusual ability and intense industry, and his services for the company were duly appreciated. Judge Norris had not been in the best of health for several years past. The end came almost without warning. He was born at Stoneham, Mass., February 3, 1857, of Irish parentage, came to Iowa when he was 17 years old, was a college graduate both in letters and in law, and for many years was a member of the leading firm of attorneys at Manchester. He was always an active Republican and influential in party councils, a member of the General Assembly of Iowa, and popular throughout his whole life. He will be much missed from the ranks of employes of the Illinois Central.—F. H. H.

THRIFT

Thrift produces prosperity. To develop individual thrift is a pressing national problem. Thriftlessness, the American characteristic, is due to a lack of "know-how"—not to the absence of the desire to be independent. Almost any man who tried to run his business in the way he finances his home—without a definite plan—would end in bankruptcy inside of a year.—ROGER W. BABSON.

Galena, Ill., Dancers Try Stockyards Glide

*Formal Opening of Our New Loading Facilities
Is Featured by a Well-Attended Open-Air Ball*

OPEN-AIR dancing on the cement floor of the gas-lighted stockpens August 18 celebrated the grand opening of the new \$14,000 Illinois Central stockyards at Galena, Ill. The dance was planned by the members of the Co-operative Stock Shippers' Association of Jo Daviess County and the employes of the Illinois Central at Galena.

As construction on the yards was nearing completion, the two hundred members of the stock shippers' association grew more and more enthusiastic. They had worked for some time persuading the company to make the improvement at Galena. Then someone proposed the novel idea of having a dance in the pens to celebrate the opening, and before a day had passed everyone was talking about it. Definite plans began to be formulated, posters were printed and



Where they danced

distributed, and when August 18 arrived the residents of Galena and the surrounding country were waiting impatiently for evening to come.

Plenty of Help Available

The work of preparing the stockpens for the dance was not started until the afternoon of the day of the celebration. The



Two views of the stockyards at Galena. Those in the lower pictures, from left to right, are: James Barnes, who has shipped stock from Galena for twenty-seven years, William White, a stock shipper for twenty-six years and president of the stock shippers' association; Happy L. Day, agent at Galena; John Sanderson, stock shipper; William Campbell, stock shipper.



Caught in action

cement floors were flushed clean, flags were hung at various corners, an orchestra stand was built, and a counter was fixed for the sale of refreshments to the dancers. There were more men offering their services than were needed at the stockyards that afternoon. All were eager to assist in making the event a success, and it required only a few hours to get everything in readiness.

H. L. Day, agent at Galena, and William White, president of the stock shippers' association, were among the first persons who entered the gate of the stockyards when darkness began to settle over Galena. They inspected the work of putting corn meal and rolled oats on the floor to make it smooth.

Large carbide lights were placed at each of the four corners of the pen, and by 9 o'clock the place looked as brilliant as the midway of any carnival.

Only a few persons came at first. They seated themselves on the long benches along the sides. Others walked up cautiously and peered curiously through the fence. When the orchestra arrived a fair-sized crowd had assembled in the "reception room" of the yards.

Mr. Day announced that the first three dances would be free, and after that tickets would be sold at 10 cents each, or three for 25 cents, until enough was taken in to pay the orchestra. Then the dance was on. Kuchemann's Orchestra, with two saxophones, a banjo, piano and drums, started feet to itching that had not danced for years.

Dance Grew in Popularity

Only a few took advantage of the first three dances, but soon more couples began to glide over the floor. Each dance found more persons dancing and the floor becoming smoother. By 10 o'clock the floor was jammed with dancers. The "reception room" was proving much too small to accommodate so many persons. One of the pens was hurriedly put into dancing con-



The Kuchemann Orchestra that furnished music for the dance. Those seated in front, from left to right, are: Miss Hayes, Miss Wilks, Mrs. H. L. Day, R. L. Guensler, chief clerk to Superintendent L. E. McCabe, Mrs. William Rolf, wife of section foreman, Mrs. Fred Geyer, wife of freight house foreman, and Mrs. Jackie Kunard.



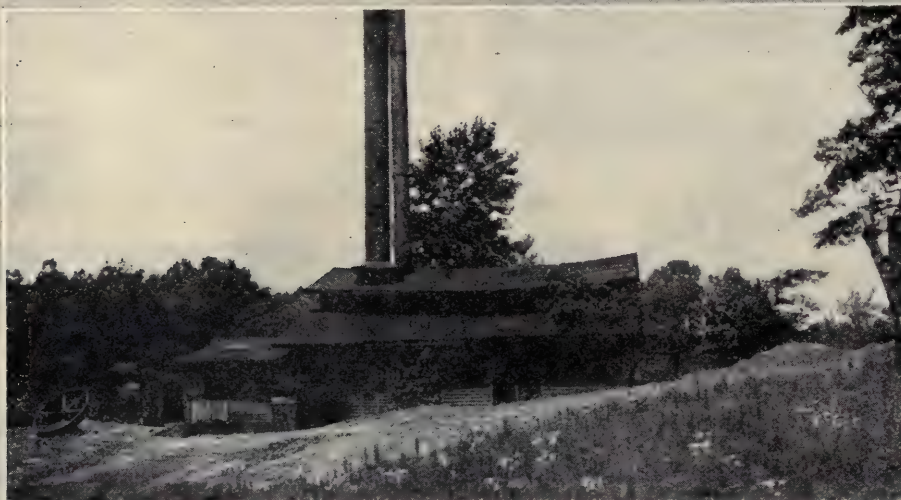
Another view of the stockyards. Those in the picture, from left to right, are: Roscoe, the stockyards mascot; James Barnes, J. Callahan, William White, Agent H. L. Day and A. E. Demander.

dition, and part of the throng was asked to dance there. Then the dance continued until the small hours of the morning.

Mr. Day has been the agent at Galena since May 6, 1920. During that time, he says, the annual revenue on shipping stock

from that point has been about \$20,000. He has formed a close friendship with the stock shippers about Galena, and he says that they pledge their whole support toward making the new stockyards a success. He hopes to increase the revenue.

Repaired Central City, Ky., Pumping Plant



The Illinois Central System went to the rescue of Central City, Ky., when its water works pumping station was destroyed by fire at 3 a. m., August 19. The pumping station, which is three miles from Central City, on the Green River, supplies water for the Illinois Central locomotives, as well as for the citizens. As it happened C. R. Knowles, superintendent of water service

for the Illinois Central System, J. P. Hanley, water works inspector, and E. C. Myers, foreman of our whole line water works outfit, were on the division at the time. They took charge of the repairs to the plant, moved Mr. Myers' outfit to the scene by special train arriving at 11 a. m., repaired the boilers and had water pumping by 5:40 p. m. the same day.

Hobnobbing With Our "Movie" Notables

*Illinois Central Girl Gave Hollywood and Vicinity
the "Once Over" on Her Summer Vacation*

By **MISS KATHRYN DRAPER,**

Secretary to Engineer Auditor, Chicago

WHEN the Union Pacific's Continental Limited pulled out of Omaha at 1:20 a. m., July 10, we found ourselves very much "on our way" for our two weeks' trip to the Pacific Coast. With our daylight saving in Chicago, we had gained an hour on leaving, and Omaha had "central time"; at North Platte, Neb., which we reached at 8:30 a. m., July 10, we changed to "mountain time," gaining another hour; while at Caliente, Nev., at 6:30 p. m., July 11, still another hour was gained as our watches were set back to "Pacific time."

The evening of our first day in Los Angeles we went out to West Adams Street to call, and so had a good idea of our locations and the city when we retired that night. Nearly all the streets were bordered with large and wonderful palm trees of various kinds, while geraniums in profusion graced the entrance to nearly every house, and where there were not geraniums wonderful hydrangea bushes were to be seen.

Early the next morning we took the Pacific Electric's trip to Catalina Island, first passing through the town of Santa Rosa, where every little white bungalow had its gorgeous hydrangea bush.

A Trip to Catalina Island

After approximately a 30-minute ride out of the city we reached the ocean, where the steamer "Avalon" was waiting to carry us fifty miles over the sea. It was a delightful trip and different from "steam launching" on Lake Michigan. The waters were so blue and the whitecaps so very white and the air so fresh and "salty" that our first glimpse of the Pacific fully repaid us for the visit. The harbor was crowded with vessels of all descriptions, mercantile ships, fishing boats, dredges and other craft, and as we sailed away many sea-gulls hovered around the boat.

There are many tuna fish factories, as the tuna fish are found in great quantities in these waters and served abundantly everywhere in Los Angeles. It is most delicious,



"Doug" lends a smile

too, and does not have the sort of "dried-out" taste it has when eaten in Chicago.

Soon, on the deck of a big vessel that looked like a warship, excepting that it had no guns, we spied what seemed to be a regular pirate, with his wooden leg, hopping around and waving his red handkerchief. The next moment we saw the big cameras a little to his left and realized that some pirate "movie" was being made. Everybody waved, and it was very exciting. As we got farther out into the ocean flying fish were seen darting up out of the waters. We did not see real whales until on the return trip; then we saw three, one after another, as they came to the surface and spouted out water. There was dancing on the boat and everything imaginable for sale, and although it was not rough at all and a beautiful day we ate lemon drops all the time.

Viewing Catalina from the boat, an island of volcanic origin owned by William Wrigley, Jr., of chewing gum fame, we could see upon the summit of the highest mountain his wonderful white castle and at the other end of the island the beautiful St. Catharine Hotel, where we had lunch upon arrival and were charmed with the place. A

hotel bus was at the harbor to meet the boat. The drive to the hotel is long and winding, among palms and fir trees, and growing low on the hills we saw holly in abundance, but numerous signs prevented travelers from helping themselves. As we reached the island a huge hydroplane circled the boat many times and performed spectacular stunts in the air. When it touched the water we could easily read its name, "Come Fly With Me." Soon we heard the strains of "Avalon" from the band on the pier as the boat docked, and then it dawned upon us that the song originated there, as Catalina is called the "City of Avalon." It is easy to walk around the island, among the mountains, from "peak" to "peak," as the streets are all laid out as in any other city in a way. There is a wonderful golf course on the island, with many hazards, as would be expected.

Viewing the Submarine Gardens

We took the glass-bottomed boats to see the submarine gardens, the most marvelous sight imaginable. On the boat each person has a certain seat. All the seats are arranged in circles of eight around a sort of railing, and underneath this railing, where the feet do not touch, is the glass bottom of the boat. We looked over the railing into the water, fifty-eight feet deep, and saw the wonders of the sea—starfish, sea cucumbers, sharks, goldfish, sponges (but not the mercantile sponge, as those we saw were of plant life and not animal), colored fish of various shapes and sizes, and plants in abundance. Then, when the ride was almost over, a diver—a big, good-looking fellow—threw six or seven large abalone shells into the sea, and as we looked through the bottom of the boat we saw them fall into the sands beneath. The diver then swam under the boat while everybody watched, picked up the shells and returned to the deck of the boat; in all, he was under water three minutes forty-eight seconds. When back he announced that the shells were for sale, and as they are beautiful (though dripping with seaweed, etc.) nearly everyone on board purchased one, for he had a reserve supply.

The bathing at Catalina Island is wonderful and unusual. The bay is so situated in the Pacific that the sun is always shining there every day in the year. Also Catalina is the only place on the Pacific Coast where these submarine gardens can be seen. Although about the same life exists under the

water at other places on the coast, both Atlantic and Pacific, it is nowhere else so readily accessible.

Tour to Hollywood and the Beaches

The Golden State auto tour to Hollywood and the beaches and "all points of interest en route" was most delightful. Echo Park, the first park we saw in Los Angeles, was where Charlie Chaplin staged the picture, "One Glorious Day"; the guide told us that the lake was sometimes called Chaplin Lake because so many of his pictures were taken there. Soon we came upon the studios, along Hollywood Boulevard, of Charles Ray, Francis Ford, Harold Lloyd, Warner Brothers, Marshall Neilan, Christie, Paramount and Lasky; of all these, Lasky's Studios are the largest, comprising several blocks, and nearly all of them resemble, due to the large high fences around them, big barns or warehouses.

Later on, past the business section of Hollywood, we saw the beautiful estates of May Allison, Pauline Frederick, Nazimova and Gladys Walton. Also, up on a hill as we entered Beverly Hills, was Douglas Fairbanks' mansion, now occupied by a wealthy overall manufacturer of New York. Not far away, but after almost a twenty minutes' ride, we came upon his present residence, Mary Pickford's castle, which is beautiful, with private tennis courts, swimming pool, etc. We also saw the home of Will Rogers and the house where Charlie Chaplin and Mildred Harris were supposed to have spent their honeymoon. Later we saw Chaplin's present home, which is rather quaint, of English style, and not so much a mansion as some of the other movie stars' homes. Wallace Reid's home is very pretty, with imitation thatched roofing, and Charles Ray is his next-door neighbor.

As we drove along the "mansion" of Billy Sunday was pointed out in the distance, and he certainly showed excellent judgment befitting his calling as to the location and style of his domicile. It is on a mountain peak which, from where we were, seemed difficult of access, and the building itself is a plain, square structure, all white.

Before passing Billy's home, while in the heart of Hollywood, we saw the home of the Bernheimer Brothers, widely known due to the famous Japanese gardens maintained on their estate. Their residence, like most of the other beautiful buildings, is high on a mountain, of true Japanese architecture, and the gardens encircle it in tiers,

of which there must be fully fifty. They are approached through long winding walks on the sides and around the grounds, while a long automobile drive from the boulevard below extends around the mountain, winding its way up to the entrance; then directly in front of the entrance to the house is the great stairway of concrete, with pillars and posts and arches of all descriptions covering it above. This entrance is, of course, guarded by gates, and visitors to the gardens can enter only through the regular garden from below or by the auto drive. The gardens are visited by every tourist and resident of Los Angeles, but after 6 o'clock in the evening they are closed to visitors.

The following Sunday afternoon we made another visit to the gardens, independent of any tourist trip, and spent several hours. At the same time did not feel that we had seen everything, and knew that we could visit there again and again. There were swans and water lilies, turtles, frogs, and various beautiful birds all at home in these gardens, surrounded by the natural plants and flowers which we always pictured as their particular background.

The Haunt of the Bathing Beauty

On this drive we passed the Los Angeles and Brentwood country clubs, which, while lovely, cannot boast of much in the way of golf courses; in fact, the golf courses throughout Los Angeles and adjoining places had no lure for us, because for the most part they seemed to be of sand, with nothing that could be really called a fairway or a green. During all the time of our visit we saw no women playing—only men (which probably accounted for the lack of beauty). Golf is not the popular, common game in Los Angeles that it is here. Tennis seemed to be a favorite, though, for so many of the residences have private courts, and we noticed a number of public courts, too.

In Santa Monica are the famed palisades along the ocean—a wonderful walk among shaded palms and ferns, bordered by groves of walnut trees, fig trees, olive trees, beautiful eucalyptus trees and some lovely trees with dainty leaves and pretty blue flowers.

Venice recalled Coney Island or River-view somewhat; the ocean is there and the canal streets and the crowds and noisy amusements. It is a gay place, and we were fortunate enough to arrive there on the day of the annual parade of Mack Sen-

nett's bathing beauties. The "beauties" were beautiful as they appeared, a beauty to a car, and sometimes several, but they could not have gone near the water. There were little girls, varying from 3 years to 16 years, participating; they were the loveliest of all, especially the veritable babies, as they resembled butterflies and flowers in their costumes and were resplendent in gorgeous hues and colors. The contest among the older beauties was between regular actresses and other girls, and we who are curious to know the result expect to find out from the screen just who were the winners. To see the bathing suits or gowns which were worn was worth the trip.

We had been anxious to see the "movie" theaters in Los Angeles, and at our earliest opportunity we went to Grauman's Million Dollar Theater, where Thomas Meighan was featured in "Our Leading Citizen." It is a beautiful theater, of course, but not so very large, and for us who have seen theaters in Chicago, it did not come up to expectations. Grauman, however, is building another theater to be called the Three Million Dollar Theater, which will be several times larger than the other. One of the special features of the program was a little playlet given by ten "movie stars." It was announced that three "movie" stars actually participated in the performance, while the seven others were impersonated. Prizes were to be given for the correct guesses as to the stars who were really there. The impersonations (and otherwise) were Gloria Swanson, Lila Lee, Betty Compson, Rudolph Valentino, Owen Moore, Bill Hart, Chester Conklin and Buster Keaton, and two others we cannot recall. Everybody seemed to agree that Gloria, Lila and Buster were really present.

Visiting the "Movie" Studios

In Culver City is the estate of Henry B. Walthall, one of D. W. Griffith's stars, which has a regular colonial mansion, copied after



A "Robin Hood" scene.

Washington's home at Mount Vernon, and to one who has seen Mount Vernon it is apparently the same residence, except that the grounds are not so large and it is not located at the same distance from the street and is not on the water exactly. In Culver City are the studios of Ince, Goldwyn and Willat. We returned from Culver City via Washington and Wilshire boulevards, wealthy residential streets of Los Angeles, the beautiful Ambassador Hotel being not far from the latter boulevard, on a high terraced hill.

At Universal City we saw many "movie" people, both in the studios making pictures and coming and going to and from lunch; there are only two cafeterias there and no other restaurants. It is a real city, incorporated, having its own postoffice and government; so anyone can imagine what an immense place it is. The Universal Film Corporation produces nearly all serial pictures and employs thousands—the "movie" players are only a minor part of the city's populace, as men of all trades can be found there, carpenters, electricians, etc., to build the settings needed for the pictures.

As we had arrived around noon we were fortunate enough to see many of the "movie" people at lunch, all attired in their make-up, and we marveled at their make-up as they looked so unreal and not nearly so good looking (in the case of the men) nor half so beautiful and wonderful (in the case of the women) as they seem on the screen. It was a treat, nevertheless, to see all this, but if one did not know or could not identify a certain person there was absolutely no way of finding out, because everybody questioned was (and, as we found out later, meant to be) reticent about divulging any information as to "who was who" or what picture was being acted. We did identify Gladys Walton, however, at lunch with a "bell-hop" and one or two others.

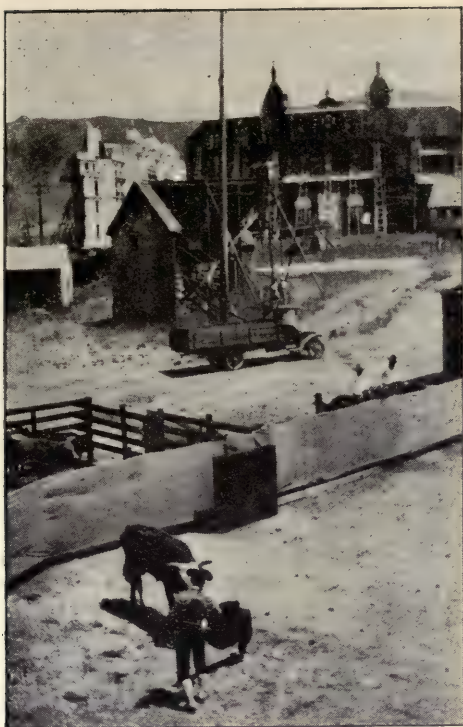
After lunch we were taken by bus through the grounds to where a bull fight scene was being staged and were told we were needed to swell the "audience" for the picture, which was to be a comedy styled either "Some Bull" or "More Bull." It was very exciting, getting our places on the board seats, just like going to a ball game (only more so), for all around, at several different points, we noticed large "movie" cameras with groups of men at each operating them. At the director's command those in "the audience" (where we were) stood

up and shouted, clapped their hands, looked frightened and awed when the bull dashed around, sat down again, etc., which performances were all taken by the camera. In a canopied box, at the center, sat the Spanish nobles, who came to see fight, the men attired in royal costume, with sashes, broad hats, etc., and the women with high combs and laces over their heads. One of the women in the box, presumably supposed to be the young daughter of some noble, who had black, bobbed hair, with a red band around her forehead and who wore a pretty apricot shade of georgette dress, asked us if we had a mirror she might use. We handed her a vanity case and held a little conversation. She was Juliette Leonard, really very pretty. All the while these "movie" people sat in the box they chatted and hummed Spanish songs. We took some good snapshots of this bull fight scene, for the bull was real and so were the toreadors, in Spanish costume, with their red and gold capes.

How "Movie" Scenery Is Made

The studio at University City, which is like Douglas Fairbanks' studio, which we saw later in the afternoon, and generally like all others, would be interesting to any visitor. We traversed a great part of the interior of the studio grounds on foot, preferring this way to the bus which had brought us to the bull fight scene, for we were enabled to see the many different "movie" settings much better. In most cases these consist of merely the framework of structures from fences to castles, including banks, freight stations, department stores, office buildings, bungalows, apartments, barns, docks, vessels, beaches, grottos, parks, etc., all the different edifices for scenes showing out-door buildings, entrances, etc. When used for a picture they are decorated and fixed up to portray the particular story. We had the opportunity of entering the inner studios, where indoor, or room, scenes are taken; here, as for the outer buildings, the rooms are fixed up and decorated for certain pictures, as simply the frame-work or general plan of a room is carried out. Here we saw the wonderful stairway and castle tower used for "Foolish Wives." Later on we came to the animals, those used for the jungle pictures—an immense elephant, a camel and monkey, "Jiggs," seen so much in Universal pictures.

On the way to Universal City we passed



Behind the "movie" scenes

through Hollywood via Sunset Boulevard and saw the studios of Vidor, Metro and Robertson & Cole. Also, along a country road, we came upon some camera men taking a comic picture—a race between two automobiles—so we stopped and took some snapshots. The camera men told us it was to be a Bobby Dunn picture. Both chauffeurs were made up greatly, their faces and their attire, and the machines had big white numbers on the front. One of the chauffeurs was Bobby Dunn himself.

Returning from Universal City we passed Mary Pickford's studio, which is the largest in California, and by far the nicest of all we had seen, as it resembles, instead of a big warehouse, many large apartments built around a court; all the buildings are of light yellow brick, with a prosperous-looking "office" at the entrance, surrounded by gardens. Mary was supposed to be busily engaged making over the picture, "Tess of the Storm Country," when we were there.

Watching Douglas Fairbanks Work

We also saw Douglas Fairbanks' studio, as previously mentioned, which is next to Mary's in size and comprises a number of good-looking buildings, in which the offices are located, with the work yards in the

rear, occupying many blocks. The lowest salary paid to any member of the Fairbanks Company was \$7.50 a day, we were told. Here we saw the castle recently erected for "Robin Hood," and when the picture is released we expect to identify the scene on the screen. When we reached the studio we expected to be able to see Douglas himself doing some stage work, but were informed he was working that afternoon at Santa Monica Canyon on a bluff scene for "Robin Hood"; so we hurried away to that point and, arriving there about 3:30 p. m., found the street below lined with cars and the spot crowded with spectators. We made our way to the front, however, and saw everybody in the company who was there that afternoon; we especially noted Charles Monte, apparently of Indian descent, who seemed to be their sun guide, for it was on his advice that each picture was taken. He stood at the end of the bluff and watched the clouds continually for the sunshine.

There were at least twelve knights, all in their coats of mail (which was not of steel, at all, but which will, of course, look like it), with Douglas as the "grand knight," for he held a shield and a wonderful sword and was photographed alone at the edge of the precipice looking up to heaven with his sword raised. The rest of the scene consisted of the entrance of the knights (after the supposed fall of the heroine off the bluff) at the call of some woman in long, flowing robes with a bandaged hand and the appearance from a hut of a little old lady, Enid Bennett—and she really is old, for we have all seen her lots of times on the screen portraying "mother" parts. This playlet was photographed many times and practiced as many, before any film taken. We were loath to leave, but it was late in the afternoon, and the trip almost over, and we had snapped Douglas several times. When we asked him to turn and pose for us he smiled agreeably and did. Incidentally we noted the "scribe" as a member of the company, a lovely woman who sat taking notes and keeping a record of all that took place during the scene as related to the picture.

A Visit to an Old Mission

San Gabriel Mission we also visited. It is one of the oldest in California, built in 1772 by the Franciscan fathers, when the Indians who inhabited that state were being converted to Christianity. An entrance fee was charged here, and a guide escorted us through the courtyard, interesting parts

of the old mission and the chapel, which is still in use, where services are held daily and which has not changed except for the addition of the present-day pews. We went up to the belfry, where two of the four original bells that were brought from Spain are still hanging and ringing. We took some pictures up there, too. In the chapel are statues of different saints, carved by the fathers from wood, and it was indeed marvelous to see the strange and wonderful likenesses to nature and the resemblances to human life that made them seem more beautiful than those we see today. Out in the garden, off the courtyard, is a most luxuriant rose vine, 150 years old, planted when the mission was first built.

The kitchen is interesting. On the shelves stand some of the old, heavy pots used by the Indians more than 100 years ago. The food was cooked in the center of the floor, in a sort of pit, and the smoke rose through the roof. All the help in those days at the mission was performed by the Indians. In an adjoining building, of up-to-date construction, several priests of the order still reside, and that morning we met several who were promenading in the courtyard there. Across the street is a curio shop, for visitors to the mission. While, in a way, it is like all other curio shops, still there are many Indian relics there of interest. Also in the mission itself, near the entrance, religious articles are sold.

After leaving San Gabriel Mission we passed through what is called the Dark Canyon, driving along a wonderful road at the foot of the Sierra Madre Mountains. Along this road we passed beautiful country estates and marveled at the strangeness in the altitude, for every time we approached a mountain the air was hot and heavy, then in a short time, at a turn or angle in the road, or at the entrance to a canyon, it became cold and damp again; then we went out into the country, where it was warm and sunshiny. On this drive we saw many vineyards, orchards of orange and lemon trees, which varied but little in appearance, the main difference being in the lighter color of the lemon trees' leaves. There are also numerous olive trees and grapefruit trees, which are similar to the orange and lemon, but with coarser leaves and thicker branches. In most of these orchards, between the trees, large crops of beans have been planted.

This ride took us to the foot of Mount Wilson, the highest mountain in the vicinity of Los Angeles, and also to the foot of Mount Lowe, the top of which we reached another day. Leaving the mountains and getting on more level ground, we saw avenues of palm trees and fir trees of many kinds. We stopped at one particular avenue of fir trees to view the scene in its magnificence. It is called Pine Grove Avenue, bordered on both sides with large pine trees, and is simply a long, shaded walk, with no houses on either side. During the Christmas season these trees are all strung with electric lights and must present a most wonderful sight. Also there are avenues of rose bushes, heavily loaded with roses, and all along we stopped a little while so as to carry away a more vivid picture of the beauty. Pepper trees are numerous in this part of the country, too, there being seventy-five different varieties of the pepper trees in California. Some of the pepper trees contain bright red flowers and are beautiful.

Saw "Lucky" Baldwin Ranch

The famous "Lucky" Baldwin ranch was passed, "Santa Anita," in the town of Arcadia. This ranch was so called after Miss Anita Baldwin, daughter of its owner. The ranch comprised originally 250,000 acres, part of which had recently been sold to the government for a balloon school, and we saw the aero buildings which had been converted from some of Mr. Baldwin's stables. As we drove along we smelled the odor of incense, as we thought, and were informed that it was the eucalyptus and pepper trees burning. Then we remembered we had seen several small fires along the road. We visited Glendale and Alhambra, where there are many pretty homes, and on returning noticed several oil wells of interest, which resemble the large wireless apparatus seen at receiving stations.

Early one morning we started out for Mount Lowe, which is famous for its unique railway and varied scenes of rugged mountain beauty and grandeur. The journey took us through the millionaire and beautiful city of Pasadena, where we had gone the previous Sunday to Summitt Avenue to call, and on that particular afternoon we had seen the famous Busch's sunken gardens. The first stop on the Mount Lowe trip was made near the foot of the mountains, at a point called Rubio Canyon, where the second stage of the journey began. We were surprised at the length of the ticket given

us when we paid the fare of \$2.50 for the trip, for it reminded us of a long railway ticket. However, at Rubio Canyon the second part of the long ticket was torn off, and we changed into the incline cars, which are white and of peculiar construction, built on an incline and operated by cable. The incline is 3,000 feet long, rising 1,300 feet on grades ranging from 58 per cent to 62 per cent. These cars are loaded to only five tons and have been operated for twenty-five years without an accident.

Passed the Lowe Observatory

The next stop was made at Echo Mountain, where another portion of the long ticket was taken up and where we changed cars for the top. The machinery for operating the incline cars is on Echo Mountain, where is also the Lowe Observatory, with the big telescope and a 3,000,000-candle-power searchlight. The third stage of this mountain climb was scenic, being a trolley ride of five miles, passing around 127 curves and over eighteen bridges, climbing to an elevation of 5,000 feet above sea level on a maximum grade of only 9 per cent. This railroad terminates at Ye Alpine Tavern, of quaint Swiss architecture, but to get to the summit, 1,100 feet above, the climb has to be made by pony trail.

It was noon when we reached the tavern, in time for lunch, and instead of taking the pony trail, which we very much wanted to do but owing to our short time could not, we went out on foot to Inspiration Point, where we later boarded the mule-train around the mountain; this was a unique little train, if it could be called such, which was pushed by "Herbert," the mule. The view at Inspiration Point was wonderful, to look down upon the cities below and the clouds around us. At various points on this walk we came upon fir trees heavily loaded with tiny white cards pinned up by other visitors to the mountain; of course, we spent many minutes trying to discover other cards from Chicago for 1922.

While making the ascent of the mountain on the incline cars, all the passengers were asked for their names for publication in the *Mount Lowe Daily News*. Returning in the late afternoon we saw ours under the list of "Visitors to the Mountain, July 17th." The *Mount Lowe Daily News* is a publication that requires only about three hours to print.

This trip "above the clouds" was wonderful. Only one incident marred the day or



Filming a bull fight

our whole trip—we dropped the camera in the water (one of us did) when, after reaching the top, we seemed to be somewhat affected by the altitude.

Saw Fur Coats Worn in July

Returning to Los Angeles in the evening, we recovered sufficiently to attend the Mason Opera House, where we met friends and saw Charlotte Greenwood in "Letty Pepper." We could not but remark the noticeable number of women who arrived at the theater attired in their long fur coats over pretty summer dresses. While it really is cold in Los Angeles in the morning and evening, one does not see fur coats in Chicago theaters in July.

The next two days, on the trip to San Diego, were wonderful. This was another Golden State tour which cost \$10 but which was worth many times that much. Three large touring cars left Los Angeles the morning of the 18th, each with twenty persons, en route for San Diego. They were cars of special make, seating twenty persons comfortably. Our chauffeur was the only man in our car, although there were men in the two other cars, and when we started out there was great waving and shouting to him for that reason. It was exciting, for each car carried the baggage, also, for the crowd, and it seemed as if we were going ever so far away.

On this drive we passed Long Beach, with its beautiful mansions and homes. We stopped a little while at the Virginia Hotel,

on the ocean, a beautiful place. Later on we passed Seal Beach, not far from Long Beach, and drove through Naples and Santa Ana, the smallest and richest county in California, where there were many groves of the famous "Sunkist" oranges. There are many small bungalows of the regular California kind in these little cities, and all have their wonderful hydrangea bushes and palm trees.

The drive was wonderful, for the roads are real mountain highways part of the way, while for a greater part we drove along the ocean and on the famous "Silver Strand," a strip of land five miles long which separates the Pacific from San Diego Bay. To see the waves dash up against the rocks and the land and to look down upon the valleys we had passed through, after ascending a great height, was a most wonderful sight.

At noon we reached San Juan Capistrano Mission, built in 1776, where, after we paid an entrance fee, as at San Gabriel, a guide escorted our party through the mission and grounds. The mission is larger than San Gabriel and wonderfully interesting in about the same things. We have a picture of the gate at the entrance of this old mission. Not so far from the mission is the Palms Cafe, where Galli Curci lost her costly jewels a little more than a year ago.

San Diego an Interesting City

Toward evening, about 6 o'clock, we reached San Diego, a lovely city, so different from the East and still different from Los Angeles or any other Western city. It reflects a certain permanence and spaciousness in all its buildings and grounds, and if we had not known it was the second oldest city in the United States we would have easily imagined that it had held its place throughout many years and had had a share in the making of our history. Perhaps because we were located at the U. S. Grant Hotel, built by U. S. Grant, Jr., where the red-white-and-blue color scheme was carried out in everything, and because we had seen San Diego harbor, where many immense battleships, submarines, etc., were lying at anchor and because we had been taken through the San Diego exposition grounds of 1915, we felt a certain amount of the national importance of this city that was not seen or experienced elsewhere.

Before we reached the exposition grounds, which are almost unoccupied except for a naval hospital in one of the buildings and the concert hall, where daily concerts are

given, we passed through beautiful Balboa Park, where every kind of tropical plant, tree and flower grows profusely. The exposition buildings are large and beautiful, of various styles of architecture, chiefly Spanish, and all white, and it was easy to picture the crowds that were there several years ago.

San Diego has a magnificent stadium, seating 30,000 persons, where many famous men have spoken, including some of our former Presidents.

A Visit Over the Mexican Border

The return trip was made over a somewhat different route than that taken coming. The first point of interest, after crossing the ferry over San Diego Bay, was "San Diego Old Town," which consists of a number of small hamlets in a sort of valley and which looks exactly as if it had been in existence several hundred years and had seen better days. There we saw the ruins of the first mission in California, built in 1769 by Father Junipero Serra, his grave under a huge cross at the top of a high hill, the first jail, the first palm tree in California, planted 146 years ago (old and somewhat barren and a little bent, but still very tall), and the spot where the United States flag was first raised by General John C. Fremont.

Soon we came to the Mexican border and had all the thrills of having our baggage examined by the custom officers, United States and Mexican. Here all the tourists had their pictures taken for the sake of being "on the border," and almost all adorned themselves with wild-looking red blankets and high straw hats, as befitting the occasion. Then into the town of Tia Juana, which is typically Mexican. It is a veritable "Wild West" place, full of saloons and horses; there is a race track there and races held frequently and a great deal of gambling done—it is the "Monte Carlo" of the West. There we saw also a real bull ring where they still hold fights and the citadel fort with Mexican soldiers guarding it everywhere. As we rode slowly past the fort we were informed by the chauffeur that we had better not take any pictures and to remember that we were in a "foreign country," where the penalty was severe, particularly when forts and soldiers were concerned. The guards advanced menacingly as we passed and took great notice of everything.

Later we spent a little while in the curio

shop, seeing all kinds of Mexican articles, fancy work, etc. All visitors were careful to take back with them not more than \$2 worth of merchandise, for everything above that was taxed. Most of the girls bought cigarets, and when we were back in Los Angeles we were told they were horrid things to smoke and that the fellows would never like them. The only modern building and the only one of considerable respectability is the American consulate, which is rather large and on the order of a clubhouse. There is another little building where nearly all the visitors went, just to say that they had had something to drink in this city where all liquor flows freely; this was called the "Log Cabin" and, while respectable, still it had a regular bar and railing.

Crossing back over the border again, we bought the pictures we had taken going in, which had been developed in the meantime. Soon we were out of this part of the country and on the wonderful roads again. There were many Torrey pines to be seen on this ride. Before long we reached the well-known winter resort of Coronado Beach, a beautiful place on the ocean. The hotel is lovely and spacious and built in a sort of square with a court in the center, where are wonderfully shaded walks among the palms and flowers, and an immense promenade and porch overlooking the ocean. Coronado Beach Hotel is said to be the oldest frame hotel building in the United States. The ballroom is wonderful, too, as it overlooks the ocean. Our summer is their "out of season" time, but there were many persons staying there.

Right near Coronado is the famous "Tent City"—a resort in itself, of hundreds of little cottages and tents of several rooms

each, situated directly on the ocean; all these tents and bungalows are rented and occupied the entire year. Riding along the ocean, we saw, much to our amazement, several seals sitting on the rocks.

Where Ramona Was Married

Another spot of interest was "Ramona's Marriage Place," where the heroine of Helen Hunt Jackson's beautiful Indian love story, "Ramona," was supposed to have been married, after traveling hundreds of miles from her home in the days when the Indians occupied all that territory. On one of our previous trips her home had been pointed out. The guides of all the tours make much of these dwellings, and to those who have read the story it is pleasant to see the spots that have been pictured so vividly and realistically in the book. At "Ramona's Marriage Place" there is a wonderful garden and courtyard surrounding an old mission and chapel, after the style of San Gabriel and San Juan Capistrano missions, and the chapel here is still in use, and there are many Indian relics to be seen everywhere. The mission comprises several buildings, of which the architecture alone is interesting, and the various religious articles in the chapel, the altars, statues and pictures, candlesticks, etc., are the same as were there when the mission was founded. The baptismal font is most quaint and unusual; it is in the center of a small room, specially built for it, off the chapel, in a little pit, and is made of the roughest stone, with a copper top. It is large, somewhat like a tub, and looks very much like almost anything but what it really is.

At noon we reached La Jolla, situated on the ocean, among the mountains. It is a beautiful city, indeed, and commands a wonderful view of the surrounding country. Here are the famous "Natural Caves," to go down through which an admission fee is charged. At the entrance is a curio store, and through it we descended 133 steps to the rocks below; the last step is right in the heart of the cave, and from it begins a long, dark, winding walk in which the roar of the waves is heard. Going down the stairs we were greeted with an "anything but delightful" sulphuric



Our party on the Mexican border

odor, and when light was reached this odor changed into a musty, fishy one. The caves opened into a beautiful spot of colored rocks, upon which the water dashed frequently, and, looking up several hundred feet, we waved to the rest of the party (standing on a quaintly built bridge), who had not ventured to go down through the dark tunnel. While we were standing in this spot the persons up above took several snapshots of us, which proved to be good. It is here at La Jolla that many "movie" scenes are taken, because of the picturesque rocks and quaint bridges that overlook the ocean, and the point from which Annette Kellerman dived into the ocean for "A Daughter of the Gods" was pointed out to us.

Leaving La Jolla (which we did reluctantly, as it was such a pretty place), we rode for several hours, enjoying the unusual scenes on every side. While driving through some level country we came upon the fields where the "Everlasting Flowers" grow, which we often see in the florist shops, made into bouquets of various descriptions. There were several stalls along the road where these flowers could be purchased, and, as we had been on the lookout for them, we stopped and bought some. It was with difficulty, however, that we obtained some seeds, as they seemed rather reluctant to sell them. The street was lined with cars, and there were many purchasers, for these flowers are so unusual that it is a popular practice there with all visitors to have some sent home.

Good-Looking Schools in Los Angeles

Several things must be mentioned as especially worthy of note in regard to Los Angeles—the wonderful high school buildings everywhere throughout the city, for example. Every one is a castle, built on high hills or mountains and approached by many picturesque stairways of natural and artificial design and surrounded by veritable gardens of flowers and palms and bushes and trees; they do not look like the solemn institutions of learning we see in Chicago and other Eastern cities, but as somewhere most delightful to go to every day. Then there are the orangeade booths on nearly all the streets, booths painted white and outlined in yellow, refreshing just to look at; the orangeade is the most delicious that could be tasted, for it is made of the fresh fruit and not diluted at all; it is always served in high glasses surrounded by ice.

All the fruit is so delicious and has so much more flavor than that we get in Chicago. Although strawberries are out of season in Chicago in July, we had the biggest, juiciest, reddest ones imaginable for breakfast in Los Angeles several times. Fruit is cheap, too—cantaloupes were only 50 cents a dozen and the most wonderful cherries only 10 cents a quart when we were there. A big basket of apricots was only 25 cents, and each apricot the size of a large peach, with the most delicious, juicy flavor. We saw carnations growing and marveled at their price—25 cents a dozen—compared with what we pay for them in Chicago!

There are many open markets everywhere in Los Angeles and adjoining cities, where fruit and groceries of all kinds and other merchandise are sold. These open markets are a feature of the city. Some shops and stores had certain stalls or tables out on the walks where articles were sold.

The traffic regulations in Los Angeles do not come up to Chicago's standard; the policemen wear khaki, and, while the main business streets are twice as roomy as ours, everything is so congested that one has to be young and spry to make any progress. We did hear that there were more automobile accidents in California than in any other state, which was easily understood; also that there were more automobiles in Los Angeles than in any other city of its size.

Every building in Los Angeles and the adjoining towns and cities looked as if just recently painted, but we soon learned that (unlike Chicago) everything stayed fresh and clean for ages. After one of our first long trips while there we were startled and surprised to find ourselves looking just about the same as when we had started out in the early morning; after two days we became reconciled to the fact that we did not have to keep "cleaning up" every hour.

Around 5 o'clock on July 23, when the Illinois Central's Hawkeye Limited pulled out of Omaha, we were really "homeward bound." We soon found ourselves in familiar territory, passing town and cities well known to us through the "Official List" by mile-post number, and the next morning, arriving five minutes ahead of schedule, we were right at home in Central Station—Twelfth Street—Park Row—Roosevelt Road—Chicago. We surely had a wonderful trip.

Centralia, Ill., Has Modern Icing Station

*New Facilities, Opened June 25, Make Possible
Handling of Nearly Twenty-five Cars an Hour*

ONE of the largest and most modern icing stations on the Illinois Central System was opened at Centralia, Ill., June 25. Twenty-four and one-half cars can be iced each hour if such an emergency arises and the station has to run at full speed. That is an average of less than two and one-half minutes to the car. However, the average time required to ice a car by the force that is maintained at Centralia is from five to seven minutes.

The icing station at Centralia consists of a double-deck platform 980 feet long and 12 feet wide that is connected by chute with an ice factory which is modern in every detail. Endless chains run from the storeroom of the ice plant to the two decks of the platform. These chains carry the 400-pound cakes of ice to the men who ice the cars from the platform. The ice is loaded on a chain at the door of the storeroom and is carried up an incline to a level half way between the two decks of the platform.

If crushed ice is to be loaded, the cakes move to an elevator which hoists them to another incline, where they slide into a crushing machine. The crushing machine is a large cylinder full of spikes. This cylinder revolves as the cakes of ice come in contact with it, and within a very few seconds each 400-pound block of ice is ground into small bits. The crusher at Centralia is considered to be one of the most effective made. The crushed ice is loaded into carts that have a capacity of 800 pounds each

and is taken out on the top platform, where it is dumped through a large metal tube into the top of the cars that are on the icing tracks. There are fifteen such carts.

How Whole Blocks Are Distributed

When the icing does not require that the ice be crushed, the blocks of ice are carried by the first chain to a chute that guides them to another chain on the lower deck of the platform. Friction brakes of hinged oak board are fixed on the sides of the chute so that the speed of the cakes of ice will be arrested before they reach the second chain. A man with a large ice hook stands by the chute to keep the blocks of ice moving smoothly.

When the blocks reach the chain on the lower platform, they are carried its entire length at the rate of 400 trips an hour. Icers stand alongside the platform with ice hooks to take the ice from the chain and dump it into the tops of the cars, where it is broken up and packed in the ice containers with a 12 per cent mixture of salt.

A large salt reservoir is at one end of the platform, and salt containers are about thirty feet apart along both sides of the platform. Rock salt is used.

The two platforms are lighted by a system of flood lights, so that cars can be iced at night if that becomes necessary.

Modern Plant Provides the Ice

The Fasig Ice Company owns the plant that supplies the company with ice at Cen-

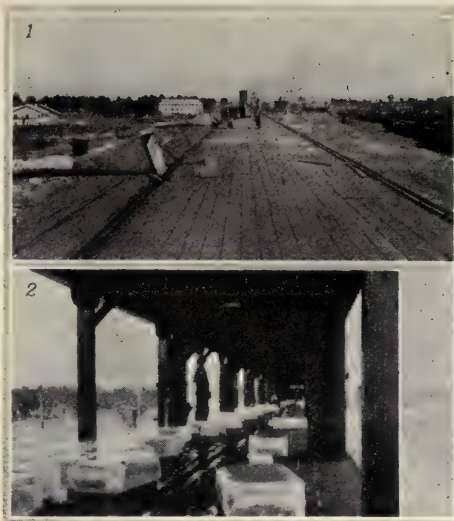


General view of the new Centralia icing station

tralia. All the machinery used in the manufacture of ice is electrical and of the latest designs. Six 400-pound ice cans are in motion all the time. An electric hoist raises six cans from the floor and takes them to the dumping platform, where the cans are lowered in a reservoir of water at 65 degrees. The hoist moves the cans up, down, east, west, north and south. The cans are left in the water while six others are taken to another reservoir. By this time the first six have expanded to such an extent that the blocks of ice are loosened. They are then dumped on an incline that runs into the storage room. The present storage room has a capacity of 1,000 tons of ice, and another is being built that will have a capacity of 5,000 tons. A supply of ice is kept in the storage room for emergency. At present the ice factory has a capacity of 200 tons of ice a day and plans are being made to increase this to 300 tons.

The Fasig Ice Company built the plant at Mounds, which was the first regular icing station to be operated on the Illinois Central, and had charge of icing cars at points between Anna and Mounds for several years. In those days the ice was stored in the old sawdust ice storage houses.

A modern telephone system connects the ice plant with the icing platform. When a train that is to be iced reaches the yards at Centralia the trainmaster informs the manager of the ice factory and he informs the men in charge of the icing on the platform. The men go to their stations and wait for the train to be pulled on the icing tracks. There is a track on each side of the



Upper and lower platforms, respectively, of new icing station

platform which will accommodate thirty-six cars. When the cars are placed, the chains are started, and the icing begins.

Plant Cost Illinois Central \$40,000

The platform was erected by the Illinois Central System at a cost of nearly \$40,000, and the machinery on it was installed by the ice company. When the project was first undertaken the railroad contracted for a minimum of 20,000 tons of ice a year at \$3.50 a ton. That contract was to insure a fair return on the money the Fasig company invested in the factory. There is no restriction on the ice company as to selling ice outside as long as the demands of the railroad are supplied.

Although the first ice was manufactured



An icing crew at work

at the plant on June 25, the first delivery to the Illinois Central was not until June 27, when twenty-five cars were iced. No more were placed for icing that day. On August 9 106 cars were iced at this station in twelve hours. An average of 6,500 pounds of ice

was placed in each car. J. C. Boyd, formerly a clerk in Trainmaster F. T. Gibbs' office at Centralia, is in charge of the Fasig Ice Company's plant. He was in the employ of the Illinois Central for about seventeen years.

He Entered Illinois Central Service in 1855

A letter arrived at the postoffice in Fort Worth, Texas, marked on the envelope, "To the Oldest Engineer in Captivity." The postoffice people had no difficulty in dropping it into the right letter box, that of A. J. Wemple, Fort Worth. He is a local institution, and he had been a full-fledged engineer for eleven years when he was called upon to pilot the funeral car of Abraham Lincoln.

Wemple began railroading when he was only 17 years old. He was a fireman on the road which connected Schenectady and Troy, which is now a part of the New York Central System. Railroading in those days was not what it is now. The engines were dinky affairs with one pair of 4½-foot driving wheels, and they burned wood. Many a mile of good rail fence along the right-of-way disappeared mysteriously in those days. But Wemple has lived to see wood supplanted by peat, soft coal, blacksmith coal, hard coal and oil, with electricity now looming as their final successor.

In those days train dispatching was an unknown art. The trains were run by time cards, and if an engineer were thirty minutes behind schedule he had to stop and let the first approaching train pass him. Sometimes he waited until he saw the smoke of the approaching engine in the distance and then scooted for a siding. It was an exciting life.

Engines were not numbered then. They bore names, like ships. Wemple's first engine was the "Buffalo." It was enlivened with a profusion of nickel and brass work, all of which was kept shiny like a piece of jewelry. Every engineer felt a personal pride in the appearance of his "iron horse."

In 1854 Wemple came west to work in Ohio and Indiana. In 1855 he went to the Illinois Central and remained there until the Civil War broke out. He remembers well when the Confederate prisoners, clad in a few rags, were loaded into box cars and shipped into the frosty North, closely guarded by Union soldiers in heavy overcoats.

In 1863 he returned to the New York Central, and shortly after he piloted the funeral train which bore Lincoln's body from Schenectady to Troy on the long run from Washington to Springfield, Ill., where the martyred President's body still rests.

Great solemnity marked the progress of the President's cortege. A pilot train ran ahead of the funeral train. Both were heavily draped in mourning and ran at twenty miles an hour. The pilot train stopped all trains on the parallel track and made them wait until the funeral train had passed.

At each station the bell on the engine tolled, and at the cities the train stopped to let the populace file through for a glimpse of the body as it lay in state. Both trains carried a crew of workmen and repair material, so that there might be no delay from breakdowns.

Wemple came to the Texas & Pacific Railway in 1888 and operated a switch engine continuously until January of this year, when rheumatism forced his retirement.

Wemple says that his only regret is the choice of the standard gauge of track. In the old days they ranged from three feet to six feet, and the final choice was on a width not much greater than the minimum of that day. He tries to visualize the present size of rolling stock had they adopted the 6-foot gauge as a standard. "At least," he says, "it would not be necessary to hook up seven of them to one snow-plow, as is sometimes done in a blizzard in these days."—*The Observation*, R. P. Studley & Company, St. Louis, September, 1922.

MAN'S GREATEST ASSET

Some men seem to think they can absorb sufficient knowledge without effort to do the work of a real man. Others find the time at their disposal too short to do the reading and thinking that they need. A trained mind is a great asset. Might as well expect a man to make an automobile who had never seen an engine as to expect a man to succeed who does no reading and thinking.—*Selected*.

Making a Greater Harbor of New Orleans

*Completion of Industrial Canal Will Enlarge
Capacity of the Second Port of the United States*

By J. T. HALLAM,

Superintendent's Office, New Orleans

NEARING completion as these lines are written is the New Orleans industrial canal, or inner harbor, a project begun in 1918 and involving an expenditure by the city of about \$20,000,000. New Orleans is the second port in the United States; with the new harbor in use by the great industrial development that is looked for, the Illinois Central System's southern terminus may be expected to run New York City a good race for first honors.

The object of the city of New Orleans in building the industrial canal is to possess to the fullest degree three great systems of port operation and to promote industrial development. The systems of port operation that New Orleans will possess are:

1—Public ownership and operation of the river and harbor facilities.

2—Public ownership of land and private operation of facilities on the industrial canal.

3—Private ownership of the land and private operation of the facilities on the new channel to the sea.

Will Shorten Distance to the Sea

The new channel to the sea, commonly called the Gulf of Mexico, will eliminate the necessity for ocean liners and other types of vessels to use the present route (that is, the Mississippi River) from the mouth, or Eads jetties, to New Orleans, thereby shortening the route from the sea to the port some forty or fifty miles. It will also provide passageways free from silt obstruction and other accumulations that prevail at certain periods of low water stages at the Eads jetties. It is expected that the government will appropriate the necessary money for digging the new channel upon the completion of the inner canal, for such a channel will greatly reduce the enormous expense incurred annually by the government in keeping the Eads jetties open for passage.

All railroads entering New Orleans will profit greatly when the canal is opened to

traffic, for industries that will locate on and in the vicinity of the canal will necessarily handle exports and imports, both raw and manufactured, from their plants, warehouses or other facilities to inland cities, and the railroads will naturally receive the bulk of the freight.

Means Business for Illinois Central

The New Orleans Public Belt Railroad has been given monopolistic rights to serve all industries that will locate on the canal, but this is only a switching line, and it will

Facts About the Canal

SIZE: Five and one-half miles long, depth 30 feet below gulf, 150 feet wide at bottom, 300 feet at surface. Lock 1,050 feet long, 640 feet usable length, 30 feet below gulf low water, 75 feet clear width. Channel approach to lock, 125 feet wide on bottom, 275 feet on surface, 30 feet below gulf low water in depth. Width back of lock, 410 feet.

MATERIAL: Earth excavated, 10,000,000 cubic yards; wet excavation, 95 per cent of total; excavated matter used to fill canal zone up to 1,000 feet distance. Estimates included 12,000 lineal feet of sheet piling; 18,000 round piles; 2,500,000 feet lumber for concrete forms, etc.; 125,000 barrels of cement; 100,000 cubic yards of concrete; 6,000 tons of reinforcing steel; 6,500 tons of other steel; each gate leaf to weigh 400,000 pounds, requiring total of 4,000,000 pounds of steel plate and girder construction for gates alone; five gates in all. Volume of water contained, 6,100 acre-feet—i. e., enough to cover ten square miles one foot deep.

OPERATION: By the Board of Port Commissioners, a state agency.

DIFFICULTIES: The difference in level of river and lake; the water and quicksands that caused the excavations to fill from surrounding pressure, overcome by pumping in water to balance the pressure until the steel piling could be driven to hold the outside pressure. The lock is surrounded by a steel cofferdam of 3,600 lineal feet of linked sheet steel piling 50 feet in the ground, and has a margin of safety estimated at 300 per cent.

COST: About \$20,000,000.

interchange with interstate carriers. The Illinois Central and Southern railroads cross the canal over the New Orleans Terminal Company's bridge, where it intersects with the canal at Florida Walk. They use these tracks jointly to handle business from their main lines to the Chalmette yards, which are located a few miles below the canal in the lower section of this city. It is expected that in time these railroads will have a direct interchange with the Public Belt Railroad in the vicinity of the Florida Walk bridge.

The canal is being rushed to completion by forces working three shifts over the spread of twenty-four hours. Three dredges have been digging the canal channel from the locks to the Mississippi River, a distance of about half a mile. The work is a little behind schedule, but it is the general belief that the canal will be opened to traffic in October.

I am indebted to Walter Parker, general manager of the New Orleans Chamber of Commerce, for the following history of the project:

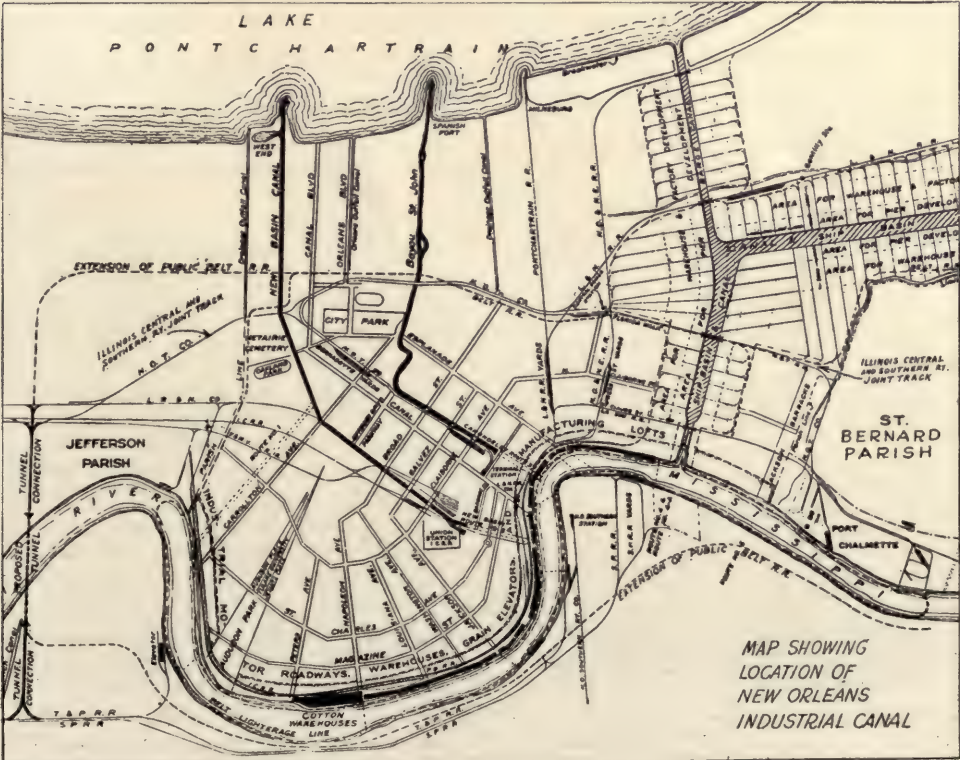
In 1845 some New Orleans merchants petitioned the Louisiana Legislature for permission to erect a shed on the harbor front so that the flour then being brought down by

barge and boat from Cincinnati might be protected from the rain while awaiting sailing ship to the New England states. They explained to the legislature that this commerce was being menaced by the lack of facilities, that the Cincinnati shippers were threatening to withdraw it from the port, and that the only way it could be held would be through the granting of the permit asked for.

The legislature admitted all that the merchants claimed, then refused the permit on the ground that the harbor front of New Orleans was owned by the public, was held for public use, and could not be leased to anyone or be turned over to anyone for development.

There being at the time no spirit of public enterprise through which sheds or other facilities might be created, nothing was done. In time the flour business involved disappeared, and along with it went a lot of other valley commerce. Railroads were being built, and valley commerce had begun to move out by way of the North Atlantic seaboard, where business enterprise might purchase harbor frontage and erect all the facilities it might require.

In the decade of 1840-1850, *DeBow's Review*, which was published in New Orleans



under the editorship of one of the most far-visioned men America has ever produced, pleaded for port facilities, and pointed out again and again the danger confronting New Orleans.

Reason for Building the Canal

Fifty years passed before a real start was made to give New Orleans the port facilities she so badly needed. The Dock Board was formed and empowered to proceed. But no money was given it, and it had to rely upon anticipated revenues alone.

In 1902 a new arrival in New Orleans who had long wondered why New Orleans had lost control over the commerce of the Valley picked up the 1846 bound volume of *DeBow's Review* and read the story of the unsuccessful efforts of the merchants to build a shed on the river front to protect Cincinnati's flour cargoes.

Then and there was born the idea of the industrial canal and inner harbor.

To himself he said: "Control the river level by a great lock opening into a ship canal, the banks of which will not be subject to the Spanish treaty of 1795, which declared the banks of the Mississippi River public property not subject to private ownership and development, and to the Louisiana Purchase treaty with France, which confirmed the Spanish treaty. Connect up the privately owned land in that section of the city by means of lateral canals, thus permitting business enterprise to create all the water-front sites, laterals, basins and slips it might require, and build thereon all the sheds, warehouses, factories and other structures it might need. Ultimately dig a ship channel from inside the lock to the Gulf, which would be free from silt, current, and all the eccentricities of a great silt-bearing river. Do all this within the city limits, so that facilitated and encouraged commerce and industry will pay its proper share of municipal taxes, and several of the really serious economic problems which long have confronted New Orleans will be solved."

How the Work Was Financed

In 1914, after twelve years of propaganda, an amendment to the state constitution was adopted authorizing the Dock Board to build the canal, but the amendment provided no money with which to do the work. Neither did it authorize the Dock Board to sell any of the lands along the canal, though it might lease them. It did, however, authorize the

Dock Board and the Levee Board to contract with each other to build the canal.

In 1918 a meeting of New Orleans leading men was held in the board room of the Hibernia Bank, at which the need for the canal as an inducement and facility for the encouragement of commerce and industry was discussed and fully recognized. City and state officials, as well as commercial exchange and bank presidents, newspaper editors and others present expressed a desire that the canal be built without further delay.

The matter of developing a financial plan was left to one of the bank presidents, and he evolved the idea of having the Levee Board (which was charged with the responsibility of the maintenance of levee lines along the canal and which possessed taxing powers) make a contract with the Dock Board, under which the Dock Board would build and maintain the levees along the canal and the Levee Board would supply the money needed to pay the interest on the bonds to be issued for the building of the canal. The municipal belt railroad, in exchange for monopolistic rights along the canal, was to supply \$50,000 a year during the life of the bonds.

In this way the canal was financed, after some additional enabling legislation had been obtained from the state legislature. Later on the arrangement was confirmed by an amendment to the state constitution.

The Second Port in the United States

Meanwhile the Dock Board between 1900 and 1921 erected many miles of wharves and steel sheds along the river front and completed a great cotton warehouse and grain elevator, all of which have permitted commerce to grow until in 1920 the foreign trade handled by New Orleans reached the billion dollar mark, or the second largest among all the ports of the United States. To do this, however, the capacity of New Orleans' facilities were strained, and, congestion appearing inevitable, ship delays at the wharves had to be severely penalized, thus proving the great need for the canal and the opportunity it would give business enterprise to create additional facilities at no cost whatever to the Dock Board and the public.

The canal lock is complete. By October the canal will be connected with the river harbor. Thereafter, under a policy of development to be devised by the Dock Board, business enterprise may lease canal front



New Orleans Terminal Company bridge over the canal at Florida Walk, used jointly by the Illinois Central and Southern railroads from their respective main lines to the Chalmette yards.

sites on 99-year leases, or it may purchase nearby property and, under an agreement with the Dock Board, connect such property with the canal and develop harbors, terminals, industrial sites, waterside warehouses and other facilities. The privately owned lands susceptible to such development are extensive in area, amounting to more than 50,000 acres.

Probably the greatest engineering feat in connection with the building of the canal was the construction of the lock which will lower ships from the river to the inner harbor. For the following excellent account of its construction I am indebted to Thomas Ewing

Dabney of the New Orleans Item, who published a booklet regarding the project:

Not only is the lock of the industrial canal one of the largest in the United States, but its construction solved a soil problem that was thought impossible of solution. That of the Panama Canal is simple in comparison. The design is unique in many respects. The lock is a monument to the power of man over the forces of nature and to the progress of a community that will not say die.

Because of the great variation in the level of the river at low and high water—a matter of twenty feet—it was necessary to make



View of entrance to the locks from the river end, showing the Dock Board's pontoon barges with suction pipe.



Looking southeast over the St. Claude bridge and viaduct over the canal. This viaduct and bridge house the enormous locks. The Louisiana Southern Railroad tracks cross this bridge.

the excavation for building the lock about fifty feet deep. In solid soil this would be a simple matter. But this ground has been made by the gradual deposit of Mississippi River silt upon what was originally the sandy bed of the ocean, and through these deposits run strata of water-bearing sand, or quicksand. This flows into a cut and causes the banks to cave and slide into the excavation. Underneath there is a pressure of marsh gas, which, with the pressure of the collapsing banks, squeezes the deeper layers of quicksand upward, creating boils and blowing up the bottom.

Problems Facing Lock Builders

New Orleans has had plenty of experience with these flowing sands in its shallow sewerage excavations. "How, then, expect to make an excavation fifty feet deep?" asked the doubting Thomases. It couldn't be done. The quicksands would flow in too fast. The dredges would drain the surrounding subsoil, but that wouldn't get beyond a certain depth. Furthermore, what assurance was there that the soil that far down would supply sufficient friction to hold the piles necessary to sustain the enormous weight of the lock and the ships passing through it?

Undaunted by these croakings, the engineers, from test borings, calculated the sliding and flowing character of the soil, and estimated the various pressures that would have to be counteracted, balanced this with the holding power of pine and steel and concrete, evolved a plan, and began an ex-

cavation of a hole 350 feet wide by 1,500 feet long, gradually sloping the cut (1 to 4 ratio) to a center where the lock, 1,020 by 150 feet, outside dimensions, was to be built.

The gentle slope of the cut was to prevent slides.

It had been ascertained that the first stratum of quicksand began twenty-eight feet below the ground surface (—3 Cairo datum) and was three feet thick; the second stratum, forty-eight feet below the surface (—23 Cairo datum) and ten feet thick. Coarser sand extended eleven feet below this, from —33 Cairo datum. The second stratum of flowing sand began just below where the lock floor had to be laid. The third layer was eighty feet below the surface (—55 Cairo datum); the tips of the piling would just miss it.

How Work Was Carried On

Excavation began in November, 1918. While the dredges were at work a wooden sheet piling cofferdam was driven completely around the lock, and about 125 feet from the edge of the bank, to cut off the first quicksand stratum. About 150 feet farther in, when the excavation was well advanced, a second ring of sheet piling was driven, to cut off the second stratum, which carried a static pressure of fifty-five feet and was just a foot or so below where the floor of the lock would be. It was not thought necessary to cut off the third stratum.

The excavation was made in the wet. When it was finished the dredges moved

back into the canal, the entrance was closed and the work of unwatering the lock site was begun. This was in April, 1919.

There had never been such a deep cut made in this section. Consequently, the character of the soil, while it could be estimated, could not be known absolutely. And the exact pressure of the gas could not be known.

The sands proved to be more liquid and the gas pressure stronger than anticipated. Quicksands ran through the sheet piling as through a sieve. The walls of the excavation began to slough and cave. The gas pressure became alarming when the weight of earth and water was taken off; sand boils began to develop at the bottom; the floor of the cut was blowing up.

The fate of the industrial canal hung in the scale.

Had to Make Another Start

To meet the situation the engineers pumped a great volume of water into the excavation. Its weight counterbalanced the earth pressure of the side and the gas pressure of the bottom.

Then another ring of sheet piling was driven inside the two others. This one was of steel, and the walls were braced apart by wooden beams ten inches square and fifteen feet apart in both directions. This is one of the largest cofferdams of steel ever driven. As an added precaution against the danger of a blowout by the third stratum of quicksand, which had a static head of seventy-five feet, 130 10-inch artesian wells were driven inside the steel cofferdam. Fifty-six

similar wells were driven between the steel and the wooden cofferdams to dry out the second stratum of quicksand.

In November, 1919, the work of unwatering the lock site again began. Only one foot every other day was taken off. Engineers watched every timber. It was not until January 4, 1920, that the unwatering was complete. The plan had worked. Only in one place had there been any movement—a section of the wooden sheet piling about 300 feet long bulged forward a maximum distance of three inches, when the bracing caught and stopped it.

Then began the work of driving the 24,000 piles on which the lock was to be floated. They are 60 feet long, and their tips are 100 feet below the surface of the ground.

In March, 1920, the work of laying the concrete began. The work was done in 15-foot sections, for only a few of the braces could be moved at one time. When it was finished in April, 1921, the lock was in one piece, a solid mass of steel and stone, 1,020 feet long, 150 feet wide, and 68 feet high, weighing, with its gates and machinery, 225,000 tons and, filled with water, 350,000 tons.

The concrete floor of the lock is nine to twelve feet thick, the walls thirteen feet wide at the bottom, decreasing to a 2-foot width at the top. Six thousand tons of reinforcing steel were used in the construction and 125,000 barrels of cement. There are 90,000 cubic yards of concrete in the structure. Two and a half million feet of lumber were used in building the forms.

Usable dimensions of the lock are 640



View of the large lock foundations and steel bascule bridge over the canal at St. Claude Avenue, Florida Walk



The last lap. View showing dredging that had to be done from the locks to the Mississippi River

feet long, 75 feet wide, and 30 feet (at minimum low water of the river) deep.

The top of the lock is twenty feet above the natural ground surface and six feet above the highest stage of the Mississippi River on record. To the top the ground will be sloped on a 150-foot series of terraces. This will brace the walls against the pressure of water within the monolith. It will be developed to a beautiful park. Heavy anchor-columns of concrete will hold the walls against the pressure of these artificial hills when the lock is empty.

Traffic crosses the canal here by a steel bascule bridge sixty-five feet wide, with two railway and two street car tracks, two vehicle roadways, and two ways for pedestrians. Concrete viaducts lead to the bridge.

Gas and water mains, sewer pipes and telephone, telegraph and electric wires pass under the lock in conduits cast in the concrete.

How Lock Is to Be Operated.

Water is admitted into and drained from the lock by culverts cast in the base. These are eight by ten feet, narrowing at the opening to eight by eight feet, and closed by eight sluice gates, each operated by a 52-horsepower electric motor. It will be possible to fill or empty the lock in ten minutes.

There are five sets of gates to the lock. They are built of steel plates and rolled shapes, four and a half feet thick and weighing 200 tons each. And there is an emer-

gency dam weighing 720 tons, which in case of necessity can be used as a gate.

Four pairs of the gates are of 55-foot size; one of 42-foot. Each gate is operated by a 52-horsepower electric motor. When open, the gates fit flush into the walls of the locks.

In the emergency dam is the refinement of precaution—designed as it was to save the city from overflow in the remote event of the lock gates' failing to work during high water, and to insure the uninterrupted operation of the lock in normal times, if the gates should be sprung by a ship or otherwise put out of commission.

This dam consists of eight girders or sections, 80 feet long, 3 feet wide and 6 feet high. They weigh ninety tons each. They are kept on a platform near the river end of the lock. Nearby is the crane with a 300-horsepower motor that picks up these girders and drops them into the slots in the walls of the lock. To set this emergency dam is a simple thing—merely the work of an hour.

A ship passing through the lock will not proceed under her own power. There are six capstans, two at each end of the lock and two at the middle, each operated by a 52-horsepower electric motor, and capable of developing a pull of 35,000 pounds, which will work the vessels through.

The lock complete counting the bridge and approaches, cost \$7,500,000. One and a half million of this is for machinery, and \$56,000 for the approaches.

Built Home on His Earnings as a Clerk

*Tennessee Division Statistician Refuted Predictions
of His Friends and Found the Task Was Easy*

By **W. C. VALENTINE**,
Statistician,

Superintendent's Office, Fulton, Ky.

NOTHING else appeals to human nature so much as possession and making that which we possess attractive; and this is just as true of the home as of many other things. We begin to realize this when children—in fact, as soon as the “air castle” period of our life begins—and we look forward to the day when we shall have a home of our own as attractive as that of our own childhood days or that of some playmate. This was true of the writer, and, while realization many times seemed far distant, I am glad to say that today my home is a realized fact.

I began working for the Illinois Central System in August, 1909, as a stenographer in the Fulton district trainmaster's office at Fulton, Ky. Each month it was my motto to save a little, but, like every young fellow starting out on a small salary, I realized how hard it is to make the bank account grow. Nevertheless, I continued to work and save as best I could, and when I was married, in June, 1913, I had managed to have a little “nest egg” stored away.

Started Married Life as a Renter

Immediately on our return to Fulton, after the honeymoon, we began housekeeping in a rented cottage, but it was not long before we realized we were not saving; in fact, we were drawing from the “nest egg,” and it set us to thinking. About this time the home-owning fever began to get red hot, and we decided we would be able to reduce expenses by taking an apartment, thus hastening the day when we would own our own home. This we did. Then we took out stock in the local building and loan association; then we began looking for a building site for our little home, for it was the one desire of our hearts to buy a lot and build, rather than to buy a house built to meet someone else's needs.

When our present lot was located, covered with weeds and debris from a building recently burned, and the price was made known to us, we realized we had only

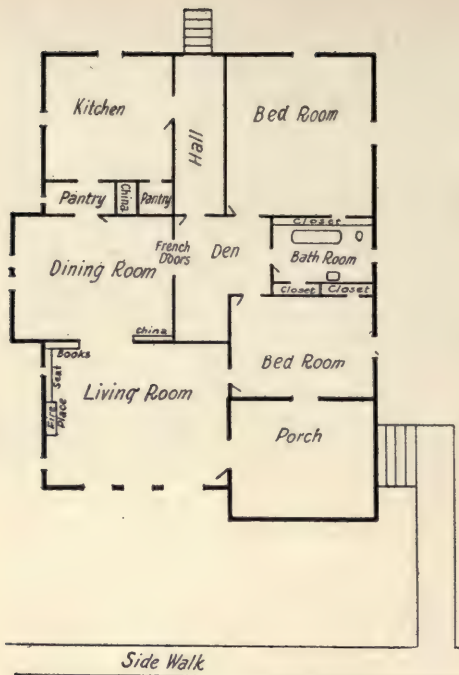
enough cash to make a small percentage of the payment. But, shutting our ears to the “dont's” and “cant's” from friends and acquaintances, we arranged the payments for the lot and began planning our home in earnest. Our loan in the association matured much sooner than we expected and found us with the lot not paid for, but we could not entertain the thought of waiting, and it was only a matter of hours before we had arrangements made to take care of the unpaid notes on the lot. In a few weeks you could hear the hum of the saw and the beat of the hammer actually at work on “our home.” This was in the spring of 1916. In the spring of 1924 we shall make our last monthly payment in the building and loan association for the investment in our home, at which time the association will owe us a few hundred dollars additional savings we have deposited with it from time to time.

Saved Every Penny as a Clerk

To clear away any doubt, I want to make it clear that not a penny of my investment was inherited. It was earned by me on a monthly salary in an office of the Illinois Central, and the most of it saved by my wife since our marriage, which crushes to earth the statement made before me by a fellow employee recently: “I never knew a



The Valentine home



Plan of the Valentine home

railway clerk who was paid enough to live on and build a home."

I would not have you believe we isolated ourselves from everybody and everything to be able to save and do this, but we feel we have got just as much pleasure from our friends and the social life as we would have otherwise; in fact, more, for we have placed ourselves in that atmosphere of "home owners."

I have not gone into the details of the building and loan association, for the officers of such an institution in any town will be only too glad to explain it in detail to anyone interested, and I heartily commend it to any monthly salaried man who wants to own a home.

ORDINARY QUALITIES

There are two kinds of success. One is the very rare kind that comes to the man who has the power to do. That is genius. Only a very limited amount of the success of life comes to persons possessing genius. The average man who is successful—the average statesman, the average public servant, the average soldier, who wins what we call great success—is not a genius. He is a man who has merely the ordinary qualities.—THEODORE ROOSEVELT.

H. P. MARMADUKE RETIRES

Henry Proctor Marmaduke was retired on pension August 31, terminating almost thirty years of active service on the St.

Louis division. Mr. Marmaduke was born December 12, 1858, in Westmoreland County, Virginia, and came to the Illinois Central in November, 1892, as carpenter in the bridge and building department, being made foreman in 1895. Mr. Marmaduke may be remembered as one who greatly assisted in preparing to handle the crowds at the exposition in Chicago in 1893. He later returned to the St. Louis division, where he was placed as foreman on maintenance work. For many years he was in charge of the Cairo Bridge, where he gave invaluable assistance in fighting high waters from the Ohio and Mississippi rivers. He will reside at Carbondale, Ill., where he has a comfortable home and where he can enjoy the company of his devoted grandchildren.



H. P. Marmaduke

WHAT THRIFT IS

Thrift is a determination to live within a margin for future advancement; to earn a little more than one spends or to spend a little less than one earns, getting meanwhile the value in strength, in satisfaction or in other worldly returns for the money one feels free to spend.—DAVID STARR JORDAN.

Watch the Deadline!

Material for the magazine is still being sent in after the 15th of the month, in spite of warnings to the effect that the 15th is the deadline for magazine material. Obviously, material arriving so late will have to hold over a month, maybe longer.

Editorial

SERVICE AND PROFIT

There seems to be a feeling among some students of railway problems that service is diametrically opposed to profit. That is not true. Not only is there no real conflict between service and profit, but, as a matter of fact, one is not long possible without the other.

A railroad which does not make service to its patrons its first and highest duty may prosper for a time, but its end is failure. A railroad's prosperity depends upon many factors, not the least of which is the good will of those who ship and travel over its lines. Its revenues come from the sale of transportation service, and if it fails to give service in all that the term implies its patrons will soon come to find that they are not getting value received. Service by railroad means a prompt, efficient, courteous performance of transportation, not only in the movement of trains, but in all the manifold departments of the railroad.

On the other hand, a railroad which does not prosper cannot long continue to give the character of service that will win the good will of its patrons. The property must be constantly improved. Despite traffic fluctuations, there is a sharp line of increase, and for the handling of increased business more and better equipment and facilities must be provided. The ability to make additions and betterments depends upon the company's prosperity. A railroad which does not prosper is going downhill.

The interests of the railroad and those it serves, therefore, are linked together. The railroad must be mindful of the best interests of its patrons; its patrons must encourage the railroad, co-operate with it, demand that legislation and regulation shall be constructive, agree to the fairness of charges which will permit the payment of operating expenses, taxes, interest charges, rentals and dividends. For either to do otherwise means loss for both.

"THE OLD RELIABLE"

When the Illinois Central System took over the old Dubuque & Sioux City Railroad—now our Minnesota and Iowa divi-

sions—the Illinois Central west of the Mississippi River fell heir to the proud title that the D. & S. C. had won by its service to Northern Iowa. "The Old Reliable" the people called that line, and as "The Old Reliable" that part of our great system is still known today.

Needless to say, we feel that the title is deserved. As Master Mechanic N. Bell of Waterloo recently wrote in this magazine, we can tell the public truthfully that the Illinois Central System "has a well-maintained roadbed and matchless equipment; that we have 60 per cent of our passenger equipment of steel construction, which is 21 per cent better than of the country as a whole; that our passenger trains were 98.2 per cent on time over the system in 1921; that our passenger engines are the finest that can be built and are carefully maintained in the best condition; that our freight equipment is very good, and our freight and switching power is second to none, and our organization is matchless."

Conditions like those enumerated go a long way toward making a railroad truly "reliable." Passengers and shippers can feel that they are buying true and tried performance, and that disappointments will be the rare exception, not the rule.

One point worth considering in this connection is: The Illinois Central System directly serves ten states besides Iowa, Minnesota, Nebraska and South Dakota. In all fourteen of the states it serves it provides the same efficient, unvarying, reliable service. The Illinois Central System is not any more "The Old Reliable" in Iowa than in Mississippi, in Minnesota than in Kentucky, in Nebraska than in Missouri, in South Dakota than in Illinois—it is merely called so in one place and not in another.

Why not let us spread this appellation, this unofficial trademark, until we make it synonymous with the Illinois Central System as a whole? Until, when one man anywhere in our territory mentions the Illinois Central System, another will immediately recall: "Oh, yes, that's 'The Old Reliable'?" It is a goal worth working for, and certainly the employees west of Dubuque won't be-

grudge the rest of us the pride that is to be found in a name so well deserved.

WHO BUILDS THE HIGHWAYS?

Who shall pay for the construction and maintenance of hard-surfaced roads to be ground to powder under the wheels of motor vehicles, of which many of the most destructive compete with the railroads for freight and passenger traffic? The growing use of motor vehicles for commercial purposes and the extension of hard-road systems to cover the entire country make this an important problem. The railroads and their patrons have a great deal at stake in the solution of it.

There were approximately 10,500,000 motor vehicles in this country in 1921, of which more than 1,000,000 were trucks, commercial cars, taxicabs and busses, engaged in the service of transportation. To a large extent, it is true, the service performed by this motorized fleet is supplemental to the transportation service performed by the railroads, but in many instances the two services are competitive. Whether motor vehicle transportation service is supplemental to or competitive with the railroads, however, does not alter the problem.

The railroads pay for the construction, maintenance and improvement of the roadways over which their trains pass, and that cost necessarily becomes a part of the nation's railway transportation bill. In 1921 the maintenance of the tracks, roadbed, buildings, bridges and other structures used by the railroads cost \$756,948,985. This was exclusive of interest on the investment and improvements chargeable to capital account. It represents approximately 16.5 per cent of the total operating expenses of the railroads in 1921. A considerable part of the revenues received by the railroads from carrying freight and passengers went to pay that cost.

More than 1,000,000 motor vehicles used the public roads for commercial purposes last year. The amount which they paid for that privilege represents only a small fraction of the cost of constructing, maintaining and improving the roadways which they helped to destroy. The total revenues derived from the registration of all motor vehicles and from the issuance of licenses to owners, chauffeurs, manufacturers and dealers amounted to \$122,269,071.33, out of which there was available for road work

\$116,117,167.80, exclusive of taxes on gasoline, which amounted to \$5,302,259.79. As compared with this, however, the construction of highways in the United States last year cost \$767,421,375. The difference represents the amount which the public had to pay out of funds raised by general taxation. In other words, the users of all motor vehicles paid about 15 per cent of the cost of road-building, and the other 85 per cent was paid by general taxation.

The public at large has as great an interest in transportation by railroad as it has in transportation on the public highways. In fact, the benefits accruing from the use of the railroads are more widespread than the benefits accruing from the use of the highways by the more destructive vehicles—trucks, commercial cars, taxicabs and busses. It is no more equitable that those who do not derive immediate benefit from the destructive use of the highways should pay for them than that the public should be taxed for the cost of building, maintaining and improving the roadways used for rail transportation.

It is important to note in this connection that the railroads pay a not inconsiderable portion of the taxes from which come the funds for 85 per cent of the road work. In 1921 the taxes paid by the Class I railroads of the country in the various states amounted to \$237,872,319. This was exclusive of \$37,176,773 in federal taxes, \$79,042 in District of Columbia taxes, \$660,218 in Canadian taxes and \$95,244 in taxes not localized to the states.

In order to emphasize the comparison between motor vehicle revenues and highway expenditures, there is shown herewith a table giving the figures by states for 1921.

It is up to railway men to impress upon the public the fact that every burden placed upon the railroads is a burden upon their patrons. The railroads do not have an inexhaustible supply of funds out of which to pay operating expenses, taxes and other charges. A railroad is an institution organized for the giving of a great public service, in the performance of which certain costs are incurred, and these costs are charged back against the public in the form of freight and passenger rates. The shippers and passengers who use the railroads, therefore, pay the railroads' operating expenses, taxes and other charges as truly as if the railroads were not an intermediate party in the financial transaction.

When the public gets that view of the situation—and it is the proper view—there will be fewer attempts to unload tax burdens and burdensome operating costs upon the railroads. And when the public comes to realize that the cost of building, maintaining and improving the highways is not being paid by those who put them to a destructive use, a solution will be found for this problem.

	Motor Vehicle Revenues	Highway Expenditures
Alabama	\$ 1,147,265.00	\$ 4,065,000.00
Arizona	195,969.75	8,800,000.00
Arkansas	856,543.60	23,300,000.00
California	6,834,089.52	38,200,000.00
Colorado	906,059.27	8,291,898.00
Connecticut	2,129,861.12	*6,000,000.00
Delaware	375,469.00	3,403,822.00
Florida	734,845.50	5,180,000.00
Georgia	1,705,941.24	25,153,452.00
Idaho	841,212.93	*15,000,000.00
Illinois	6,803,556.21	30,300,000.00
Indiana	2,422,227.00	14,000,000.00
Iowa	7,719,127.47	28,323,920.00
Kansas	†1,400,000.00	23,366,848.00
Kentucky	1,771,887.02	8,500,000.00
Louisiana	453,276.00	12,430,918.00
Maine	1,004,750.25	7,052,419.00
Maryland	2,460,162.04	*8,850,000.00
Massachusetts....	4,717,389.30	14,000,000.00
Michigan	6,751,924.51	31,000,000.00
Minnesota	5,672,424.61	25,672,859.00
Mississippi	751,946.63	6,000,000.00
Missouri	2,505,353.90	13,675,000.00
Montana	594,520.50	6,714,409.00
Nebraska	2,824,811.25	11,032,895.00
Nevada	102,800.00	1,710,379.00
New Hampshire	876,322.14	3,423,000.00
New Jersey	3,974,063.75	14,030,000.00
New Mexico	198,632.77	3,238,366.00
New York	†10,288,858.25	47,126,068.00
North Carolina....	2,259,240.43	*8,078,298.00
North Dakota....	683,052.45	4,600,000.00
Ohio	6,894,159.73	57,000,000.00
Oklahoma	2,619,713.49	9,800,000.00
Oregon	2,334,931.25	23,000,000.00
Pennsylvania	9,470,174.31	*58,525,232.00
Rhode Island....	848,723.59	2,300,000.00
South Carolina....	741,114.79	5,600,000.00
South Dakota....	720,587.00	12,275,000.00
Tennessee	1,387,870.10	11,000,000.00
Texas	3,806,395.25	51,481,000.00
Utah	441,359.88	6,989,036.00
Vermont	668,288.50	3,200,000.00
Virginia	2,021,146.09	*11,400,000.00
Washington	3,140,730.74	15,900,000.00
West Virginia....	1,250,525.82	9,000,000.00
Wisconsin	3,671,645.50	24,750,000.00
Wyoming	288,121.88	4,681,556.00
Totals.....	\$122,269,071.33	\$767,421,375.00

†For period July-December, inclusive. ‡For period February-December, inclusive. *Estimated.

Motor vehicle revenues include the revenues from motor vehicle registrations and from owners', chauffeurs', manufacturers' and dealers' licenses. Figures furnished by Bureau of Public Roads, Department of Agriculture.

Highway expenditures include the amounts spent in various states for highway construction. Figures furnished by Bureau of Public Roads, Department of Agriculture.

THE OLD-TIMER KNOWS

Experience is the best preacher. If one beginning railway man tells another that courtesy is the best policy and that it pays to be considerate of the public and fellow employes, the lesson is likely to go to waste on unappreciative ears; but when the old-timer comes along and says he *knows* that such things are true and that courtesy has *paid* him and his road, then the lesson is likely to be remembered.

The *Southern Pacific Bulletin* for September quotes the following letter from an old-timer to a young fellow who had just been promoted to a place where he had to supervise fellow employes and deal with the patrons of the road:

"Of course it is very gratifying to an old-timer like myself to be asked to give you a few hints, based on experience, as to the manner you should assume when you come in contact with the public, as you will every day while in such a position as yours.

"A member of Harding's Cabinet—I cannot now recall who it was—when referring to the cardinal precepts, Faith, Hope and Charity, said that the greatest of all was *Patience*. I will amplify that by adding that if patience is accompanied by a pleasingly courteous manner it will at all times bring satisfaction to even a 'chronic grouch.' Patience of the statuesque kind without making some pleasing suggestion, simply answering questions with a 'yes' or 'no,' is a very aggravating kind of patience. Let your patience be as I have stated, of the pleasant kind, volunteering information and making valuable suggestions at the proper time, for that is what counts with the public seeking information. It will secure for your company business that it would not otherwise secure.

"A railway or steamship man is expected to be a perfect encyclopedia of information, unreasonable though it may seem. He must pass judgment on complaints, often of a trivial character, but do not forget that what may appear trivial to you may appear to the other fellow as a highly important matter, and you must sympathize with his viewpoint, and, if compelled to decline a claim or not to take action on his complaint, do so in such a manner that he will know, 'I am dealing with a fair man who would favorably consider my claim if he could do so, but the rules of his company will not permit it.' With such a feeling you

have not lost a business friend. He will seek you again.

"The position I take can be boiled down to a few words: 'Have due consideration for the feelings of others.'

"Now, you may have under you a few clerks, and that precept is applicable to your treatment of them. Do not link with your authority a cocky assumption of power or a solemn pomposity of manner which, I am sorry to say, is too often indulged in by those who by accident or ability are placed on a pinnacle above those with whom they, but a few days since, were on the same plane, serving the same interests in the same manner.

"Due consideration for the feelings of others is a rare gift, and when possessed is worth conserving. With it there is erected on the part of the worker sincere loyalty and hundred per cent of thoughtful, efficient service. With such loyalty, how secure and happy is the lot of the possessor of that gift, and how pitifully different is the lot of an employer who does not thus cultivate the good will of all!

"It is easy to accomplish. There is no expense involved, and you get good returns for such an investment."

There is little to add to this letter. It is the message of experience, and wise will be the young railway man who patterns his conduct as it advises.

It Pays to Study Other Man's Problems

By D. M. EVANS,
Warehouse Foreman, Rockford, Ill.

In a railroad's organization there are numerous departments, separate, perhaps, but all necessary to railway operation and deriving their revenue from the same common source—the transportation of passengers and freight. No individual or department in railway service is greater than the institution; neither can any individual or department stand alone. There must be co-operation and assistance from others, and hence we have the need of consideration for the other fellow and his problems.

Specializing in a certain line of railway employment is well enough, but if the specialist is blinded to all other things he becomes an obstructionist, defeating the purpose he seeks to accomplish. In railway service greater efficiency results from a broad conception of the general work and appreciating the fact that all employes and departments have their responsibilities and their work to perform.

Oftentimes bad feeling exists between one department and another, each feeling that the one is endeavoring to "do" the other, when as a matter of fact a little familiarity with the working conditions of each and the problems arising in the day's work would promote greater co-operation and a fine fraternal spirit.

In freight-house operation, for example, the study of general conditions and the problems of others is indeed essential, for this department of service requires vision if one is to perform the work properly. The

problems confronting trainmen and engine-men must be considered in the loading of freight, while the knowledge of general conditions—such as the type of engines used on a route to be covered by certain cars or of hump yards and other existing conditions which enter into the safe and proper selection of cars for certain destinations and the proper stowing of their loading—is imperative.

In a freight house and freight office the problems of the railway patron should be considered also, for in many cases there are matters which concern not only the patrons themselves, but perhaps affect the employment of their workmen as well. There are times, no doubt, when a shipper's business reputation or his weekly pay-roll is dependent upon the prompt movement of a certain shipment, and he appeals for some emergency assistance. The ability to visualize the situation and to meet the emergency, if possible, getting away from regular routine, means everything to the one concerned and loses nothing to the railroad.

In our battle against "exceptions" we at Rockford have endeavored to study general conditions and the problems of others as well as to figure out what the other fellow is likely to do in handling our cars en route or our freight at destination, and we load accordingly.

Application of the golden rule, vision beyond our daily duties and a spirit of fairness to our fellow men will enable us to appreciate and to consider the problems and the feelings of our fellow worker.

PUBLIC OPINION



What the

World Thinks

ILLINOIS CENTRAL SERVICE

The *Item* has received a pamphlet issued by the Illinois Central entitled "Making New Orleans Famous for Its Train Service." It is an advertisement for the Panama Limited service, and it may be said in truth and justice that the Illinois Central lives up to its advertising.

The Illinois Central has to a marked degree commanded the loyal, enthusiastic and devoted service of its employees. No railroad in America, or in the whole world for that matter, is more advantageously located from a strategic standpoint than is the Illinois Central. Its Panama Limited service has been maintained in times of war and peace and under all sorts of conditions and stress in magnificent fashion.

No institution is great, no matter what it is worth, or what its seeming advantages, unless it includes the all-important human equation—and somewhere along the line the Illinois Central seems to have done a great deal toward solving this problem.

New Orleans is fortunate that it has water as well as rail transportation. In the rail strikes and crisis the Illinois Central management and its loyal employees have rendered a great service to this city and section.—New Orleans (La.) *Item*, September 11.

ONE OF THE CONTRASTS

All business is based in capital. So is all building, all transportation, and all industrial enterprise. Somebody must save and have liquid assets in order to employ labor or help of any kind. Long experience has shown that men who do save and become able to employ others, who own property and have a direct personal interest in law and order and government, may be trusted more safely than men who have no property in all matters which involve order.

Nobody ever heard of organizations of merchants or of manufacturers, or of bankers, lawyers, doctors or any of the established business concerns, going out in mobs to burn and destroy property, to club to death or hang competitors, or to destroy courts and the institutions under which the United States has become the best country

in the world in which to live and prosper.

Therein lies the significant contrast which marks the different policies and conduct of contending forces in this country. He is the better citizen who upholds law and order at all times.—Chicago (Ill.) *Journal of Commerce*, September 6.

RAILWAY POLICIES

The transportation industry in this country is worthy of serious study for a great many substantial reasons. Adequate transportation is as necessary for the welfare of the country as adequate circulation of the blood is to the well-being of the human body. Necessarily in any study of this subject the relation of employers and employees must be given the attention which its importance warrants—and this is of first importance.

The Illinois Central System, we understand, has developed a plan of co-operation with employees which is at least a good forward step toward a more elaborate scheme designed to insure efficiency in service and comparative freedom from interruption of the business of transportation.

The company has for years pushed the sale of its stock to its employees. This stock is preferred and pays 7 per cent interest annually. A great many employees have availed themselves of this privilege and are now part owners of the road on which they work. This ownership feeling works for both loyalty and efficiency.

The Illinois Central has for many years maintained a liberal pension system for aged, infirm or disabled employees. Recently the minimum pension to aged employees was raised to \$25 per month. This was an expansion of a policy already recognized by the employees as one of the most liberal in the transportation industry in the country.

A third policy pursued by the Illinois Central which seems to be helpful is that of securing officials from the ranks of its own employees.

C. H. Markham, president, entered railway service as a section hand.

C. M. Kittle, senior vice-president, began his railway experience as a yard clerk.

L. W. Baldwin, vice-president in charge of

operation, started railroading as an engineer's apprentice.

F. B. Bowes, vice-president in charge of traffic, entered the service at the age of 15 years as an office boy.

J. F. Porterfield, general superintendent of transportation, started as a warehouse clerk.

R. W. Bell, general superintendent of motive power, was an apprentice in the machinery department.

A. E. Clift, general manager, started to work for the Illinois Central as a call boy.

F. L. Thompson, chief engineer, entered the service as chainman with an engineering party.

A. F. Blaess, engineer in charge of the maintenance of way, made his debut as a railway man as a section apprentice at Gaza, Iowa.

J. V. Lanigan, general passenger agent, entered the service as a messenger boy.

Some roads send out scouts to find capable executives, much as big league baseball magnates look for new players. The policy of the Illinois Central is to develop its officials from its own family of employees.

If we have been correctly advised on this subject, the Illinois Central has had less trouble in the present upheaval than any other road in this section of the country. The road not only has handled its own normal volume of business but has taken on additional business which other lines could not handle. How much of this present status of the road is due to the policies above briefly noted is a question we shall not attempt to answer. The facts speak for themselves. These policies have prevailed for years. Now, when all railroads are having trouble in the adjustment of relations with employees, the Illinois Central, at least, has less difficulty than its competitors.

It is a matter of record that so far no Illinois Central train crew has refused to take out a train or continue its operation on schedule time. In many instances the members of these crews own stock in the company, and they are interested in keeping its record of service above reproach.

It is possible and entirely probable that the forward steps of the Illinois Central in this direction point to a method of development which might be followed by other roads in the country to the immense advantage of employees, employers and the public as a whole. Surely the subject is worthy of careful study.—Council Bluffs (Iowa) *Nonpareil*, August 20.

I CALL YOU MY FRIEND BECAUSE—

You make the most of my good qualities and ignore my bad ones.

You stimulate me to think the higher thought to do the helpful deed, which perhaps without your inspiration would never have been done.

You are always excusing my mistakes, my blunders and lack of tact, explaining away any unfortunate impressions I may make upon others.

You have touched my life to lofty purpose and noble endeavor; you have opened to me new opportunities; made a fuller, larger, richer life possible.

You do not value me for what I have, but for what I am; whether I succeed or fail, whether I make or lose, you are going to stand by me.

You draw a curtain over my faults and weaknesses, and proclaim my strength and my virtues from the housetops; you shield me from the harsh criticisms of the thoughtless and the unkind.

You appeal to the best in me, instead of the worst; you touch the deeper springs of my nature; give me a glimpse of the great within of me, and help me to develop original force and power.

You look behind my peculiarities, back of my defects and deficiencies, and see the real me, not the man I am, but the one I long to be, the man I am capable of becoming.

I feel strengthened, reinforced, buttressed, every time I come in contact with you; you leave me a little more determined to make something of myself, a little more worthy of your faith in me.

You always come to me when I need you; you come in when everybody else steps out or runs away because they think I am disgraced, or that I am down and out and have nothing to give them.

Your very presence is a benediction; it makes me happy to be near you, though neither of us speaks a word, for I know that you are in sympathy with me; that you sympathize with my ambitions and aspirations, believe that there is something in me bigger and grander and nobler than anything I have yet brought out.

You encourage me when others discourage; you stand by me when I am in trouble; you are willing to share my sorrows as my joys; my poverty and failures, as my prosperity and success.

I can open my inmost heart to you, say to you what I can say to no one else, confi-

dent that you will understand me, understand my soul and all my soul's needs; that we can commune without words or visible signs because we understand each other.

No one else can take your place in my life; no one else could fill that great want in my nature which you fill to overflowing. My life would not be complete without you, because I am your other self and you are mine, because we are one in spirit.

You have prodded my ambition and kept it aflame, spurred me on to greater endeavor and kept me from turning back when I had become discouraged by disappointment and failures. When all my plans had miscarried and hope and confidence had almost died, you revived them, urged me to renewed effort and kept me facing toward my goal.

You have always encouraged me to look up, and to live up to the level of my highest gift. You have inspired me to accept from myself nothing but my best; to aim to be a first-class man in everything, to bring out the larger, grander, possible man beating beneath the common, ordinary mediocre man that has thus far been making a living for me.

You have always been loyal to me when others were censorious and my good name was in danger. When I have been, perhaps, careless of my own reputation, when I have said and done indiscreet things and people have talked about me, you have tried to set me straight in their eyes.

You have never lost faith in me, no matter how many mistakes I make, or how often I fail and disappoint you; you still believe that I will amount to something in the world. You have always seen something in me which others, not even my relatives, have seen. You buttress my faith, my self-confidence, because you expect much of me, believe much in me, have great confidence in me.

You always come in when the fair-weather, the friends of my prosperity, go out; because you would share with me your last dollar, if need be, and wouldn't think it a sacrifice; you would do it because you love me.—O. S. M. in *Success Magazine*.

A NOTABLE TESTIMONIAL

Mr. Markham, president of the Illinois Central System, was tendered a notable testimonial of loyalty and esteem last week by the men employed in the company's shops at Waterloo. The testimonial was in

the form of a letter addressed to Mr. Markham and signed by thirty-four foremen, assistant foremen, master mechanic, chief engineer and others in behalf of the shop forces. The letter expressed the confidence of the men in Mr. Markham and their deep interest in the well-being and prosperity of the Illinois Central System. It urged him to send locomotives and cars needing repairs to Waterloo from any point on the system, "and we will repair them." It pledged from the employes of the Waterloo shops "a loyalty of the kind which will stand four-square to every wind that blows in the future." It declared that the citizens of Waterloo were 100 per cent loyal to the Illinois Central and also to its Waterloo employes, and that the employes on their part were equally loyal to the railroad and to the city. It is not often nowadays that railway men are sending such testimonials to railway executives. It is evident that Mr. Markham has won the confidence of his men, not only in Waterloo, but elsewhere on the system, to an exceptional degree. Mr. Markham very properly may take pride in this fact. Success in running a railroad does not consist wholly in giving service and in earning dividends. The really successful executive is that one who, in addition to furnishing the highest quality of service for the public and dividends for the stockholders, handles the human element of his problem in a manner to win the respect, loyalty and confidence of the men who make the running of the trains possible. Mr. Markham has risen from the ranks of railway labor, and thus is equipped as few railway executives are for understanding the problems and the viewpoint of the railway employe. He will unquestionably value highly the testimonial that has come to him from the men of the Waterloo shops. — Sioux City (Iowa) Journal, September 18.

THE VOYAGER

A smooth sea never made a skillful mariner, neither do uninterrupted prosperity and success qualify for usefulness and happiness. The storms of adversity, like those of the ocean, rouse the faculties and excite the invention, prudence, skill and fortitude of the voyager. The martyrs of ancient times, in bracing their minds to outward calamities, acquired a loftiness of purpose and a moral heroism worth a lifetime of softness and security.—*Selected*.

A Letter

Waterloo, Iowa, September 12, 1922.

MR. CHARLES H. MARKHAM,
President, Illinois Central System,
Chicago, Ill.

Dear Sir:

We wish to take advantage of this opportunity to tell you that the visit which you paid us at the Waterloo Shops last Friday, September 8, at which time many of us had the pleasure of shaking hands with you and of getting from you first-hand information in regard to the conditions which exist on our railroad—particularly in the transportation and mechanical departments—was sincerely appreciated by us. We have great confidence in the fair dealing of the organization of which you are the head, and we are proud to be members of that organization.

We are deeply interested in the well-being and prosperity of our railroad, the Illinois Central System, and for its welfare we are anxious to go our full length.

Springfield Division engines No. 1137 and No. 1703 and Wisconsin Division engine No. 783 are rapidly nearing completion after receiving very heavy repairs.

If there are any locomotives or cars anywhere on the system which are not being repaired, send them to Waterloo and we will repair them, as we want this outside work, which means a still "Greater Waterloo." We have in Waterloo a citizenship which is 100 per cent loyal to the Illinois Central System—a citizenship that is also standing firmly and enthusiastically back of us, the employes. There is a oneness about the citizens of Waterloo and the employes of our railroad which makes for the best possible conditions for doing railway mechanical work.

We, the employes of Waterloo Shops, pledge you a loyalty of the kind which will stand four-square to every wind that blows in the future. In addition to being loyal to our railroad, we are also loyal to our city of Waterloo, and we are anxious to have a part in the growth and upbuilding of our splendid city, whose citizenship stands shoulder to shoulder with the management, as well as the employes, of our railroad—the Illinois Central System.

We appreciate, Mr. Markham, that, as the head of an organization composed of more than 60,000 employes, you are a very busy man. We hope, however, that you will visit the Waterloo Shops just as frequently as you possibly can in the future. It will give us great pleasure to have you come, and, in addition to that, we believe you will carry away with you each time you come to the Waterloo Shops a renewed faith and confidence in our willingness and ability to serve well our railroad—the Illinois Central System. Yours for a "Greater Illinois Central System" and a "Greater Waterloo."

JAMES S. SAUNDERS, for Association of
Machinists, Helpers and Apprentices.

W. H. FOUTCH, for Association of Sheet
Metal Workers, Helpers and Apprentices.

FRED L. L. FOLLETTE, for Association of
Carmen, Helpers and Apprentices.

THOMAS KELLY, for Association of Electrical
Workers, Helpers and Apprentices.

ELISHA CHANDLER, for Association of
Blacksmiths, Helpers and Apprentices.

GEORGE H. WEINER, for Association of
Boilermakers, Helpers and Apprentices.

FRANK MOORE, Machine Foreman.

JAMES H. PENNINGTON, Gang Foreman.

FRED W. DAHL, Pipe and Tin Shop Foreman.

WILLIAM J. MULVANEY, Chief Engineer.

SAM SCOTT, Machine Foreman.

H. KLEMPAU, Gang Foreman.

C. C. HORSLEY, Assistant Roundhouse Foreman.

ADOLPH FEUSNER, Boiler Foreman.

FRANK B. SCHRADER, Gang Foreman.

JOSEPH VOELLINGER, Engine Cleaner Foreman.

GUS HEIN, Gang Foreman, Car Department.
GEORGE F. SHANNON, Reclaim Foreman,
Car Department.

T. A. ROWE, Assistant Electrical Foreman.

S. M. GUNSTED, Labor and Transfer Foreman.

T. A. KIESSLING, Electrical Foreman.

W. P. ROBINSON, Foreman Painter.

FRANK REYNOLDS, Mill Foreman.

JAMES MOORE, Wrecking Foreman.

CHARLES B. BISBY, Assistant Boiler Foreman.

T. J. ELLIS, Roundhouse Foreman.

PETER DAGLE, Labor Foreman.

JOHN MEAD, Acting Blacksmith Foreman.

ROY L. JACKSON, Cab Shop.

F. M. FULLER, General Foreman, Car Department.

H. C. STEINMAYER, Air Brake Foreman.

N. W. JOHNSON, Tool Room Foreman.

H. A. SEELY, General Foreman.

N. BELL, Master Mechanic.

The Reply

MESSRS:

JAMES S. SAUNDERS
W. H. FOUTCH
FRED L. L. FOLLETTE,
THOMAS KELLY
ELISHA CHANDLER
GEORGE H. WEINER
FRANK MOORE
JAMES H. PENNINGTON
FRED W. DAHL
WILLIAM J. MULVANEY
SAM SCOTT
H. KLEMPAU
C. C. HORSLEY
ADOLPH FEUSNER
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CHARLES B. BISBY
T. J. ELLIS
PETER DAGLE
JOHN MEAD
ROY L. JACKSON
F. M. FULLER
H. C. STEINMAYER
N. W. JOHNSON
H. A. SEELY
N. BELL

*Employes,
Mechanical
Department,
Waterloo,
Iowa.*

Chicago, Ill., Sept. 19, 1922.

Gentlemen:

Your letter of September 12, expressing appreciation of my recent visit and pledging your continued loyalty to the Illinois Central System, moves me deeply.

The way you have stood by the railroad has been a source of inspiration to me. I believe it has also been a source of inspiration to our patrons and to our other fellow employes. On my own behalf, and in behalf of our officers, I thank you sincerely.

The three-sided partnership which should exist among the public, the employes and the management in the performance of transportation service is splendidly exemplified in the relations of the city of Waterloo and the management

and the employes of the Illinois Central System. This railroad has always felt a deep interest in Waterloo, and in the future, as it has in the past, it will stand ready at all times to do everything it consistently can do for the development of the city of which you are true, loyal citizens.

I believe you know that we have the welfare of our employes at heart. We believe that an army of enthusiastic, happy employes, working for the best interests of the railroad, is one of the greatest assets a railroad can have. You have furnished conclusive evidence that you possess those most desirable qualities in the highest degree. It is in no small part due to such employes as we have in our Waterloo organization that the Illinois Central System stands high among the leading American railroads. We shall continue to do everything we can to advance the interests of those employes who are conscious of the ideals and aims of the railroad and are working at all times, as you are working, for the advancement of those ideals and aims.

I feel that being a member of the Illinois Central System organization means more to me than merely being a railway man. I feel that it means more than that to you, and to our other employes. It means being a part of an organization that is constantly striving to render a great public service, that already has gone far in the development of a service that is outstanding in all respects, and that will go still farther.

Through you I want to express to all the members of our Waterloo organization the pride I feel in the loyalty you have shown. I am proud of the work you have done and are doing, and in the days that are to come I want to work with you, as we have worked together in the past, in building up the city of Waterloo and in making the Illinois Central System a name that is synonymous with "Service."

Sincerely and cordially, I am,

Your fellow worker,

C. H. MARKHAM.

Old-Timers in Chicago Terminal Service

*Four of the Five Veterans on Our List Have Spent
Whole Time in City; Other Has Been a Wanderer*

JAMES BROADBENT, machinist in the shops at Burnside, C. J. O'Neill, clerk in the local freight house at Chicago, Thomas Kelly, engine wiper in the roundhouse at 27th street, John Spencer, bridge-man, and P. F. Sheehan, agent at South Chicago, are five of the oldest employes in point of service on the Chicago terminal.

Mr. Broadbent will round out his fifty-fourth year of service in December. Mr. O'Neill has been in the service more than forty-seven years. Mr. Kelly has served a little more than forty-six years. Mr. Spencer has worked for the company for forty-two years. Mr. Sheehan finished his forty-second year of service on March 20.

The first four of these men entered the service at Chicago and have continued on the roll of the terminal since. Mr. Sheehan entered the service in Iowa, and has been transferred to various places during his service.

Started Work at 70 Cents a Day

James Broadbent, machinist at Burnside shops, Chicago, entered the service as an apprentice at the Weldon shops in December, 1868, back in the days when the street cars of Chicago were drawn by horses. The Illinois Central had only one train in suburban service then, he says. It made two round trips daily to Oakwood.

Mr. Broadbent served four years as an apprentice. His pay the first year was 70 cents a day, and the fourth year it was \$1.20. After his apprenticeship, he became a machinist in the shops and drew \$3.25 a day. When the Burnside shops were opened, he was transferred there, where he remains today.

In his early days of experience, Mr. Broadbent says, the work was much heavier than now. There were no cranes for lifting the heavy metal, and all the work was done by hand. The workman in those days had to be skillful, he says.

When he started, he says, the company had only 150 engines.

He used to ride on the horse cars every morning from his home on Wade Street to Randolph Street. The ride consumed about an hour, he says. At Randolph, he boarded

the suburban train and rode to the shops at 16th Street. The train then went to Oakwood, where it turned on a Y. The only turntable was the one at the roundhouse at the Weldon shops.

Mr. Broadbent says that J. J. Casey, general foreman of the roundhouse at Burnside, was an apprentice under him, and he says that he never saw a harder and more conscientious worker in his life than that young man.

Tested Oil Lamps on Sleeping Cars

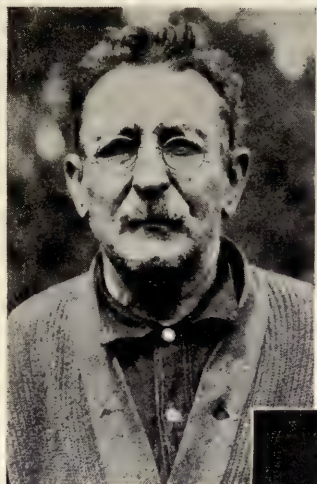
C. J. O'Neill, clerk in the freight house at South Water Street, entered the service of the Illinois Central February 10, 1875, when the company owned the sleeping cars on the lines. There were twenty-five in all, and they were lighted with candles.

Mr. O'Neill's first job was as timekeeper and storekeeper in the freight and passenger yards at Chicago. He kept a record of the sleeping cars, and he has the distinction of being the man who tested the first oil lamps that were put on these cars.

In 1877, the second year of his service, Mr. O'Neill says, there was a dispute between the Illinois Central and the Baltimore & Ohio railroads over the use of the freight house at South Water Street. The building belonged to the Illinois Central, but it had been leased to the B. & O. because it was not needed by the Illinois Central at the time of the lease. There came a time, however, when the business of the Illinois Central grew to such an extent that the building was in demand. The B. & O. was requested to move and agreed to do so as soon as another suitable place could be found. Time wore on, Mr. O'Neill says, and the B. & O. made no effort to move away from the Illinois Central property. All the time, the demand for more space was growing on the Illinois Central.

A Mechanical Tug-of-War in 1877

Early one morning, several Illinois Central engines appeared in the freight yards at South Water Street and began moving B. & O. freight cars. The B. & O. engines contested by coupling to the rear of the cars and pulling in the opposite direction. A mighty tug-of-war followed for several



James Broadbent



C J O Neil

**Veterans
of the**

Thomas Kelly



**Chicago
Terminal**

John Spencer



PF Sheehan



hours. In some cases, two or three small engines of the Illinois Central took hold of a huge camel-back engine of the B. & O. and marched down the track with it. There were no personal contacts; it was a contest of machine strength. The end of the affair found all the B. & O. equipment at Jackson Street. The Illinois Central force then moved into the building at South Water Street.

When Mr. O'Neill entered the service, there were only four suburban trains running. They went as far as Pullman then. There was ample room for a feverish game of checkers in the smoking car of each train, he says. Passengers were few and far between. Pullman was then under construction, and the company ran 25-cent excursions to that place. Many persons made the trip to watch the building, Mr. O'Neill says. Chicago at that time had only 400,000 inhabitants, and there was much rivalry between that city and St. Louis as to which one would grow the farther.

In 1881 Mr. O'Neill became the paymaster's clerk and rode on the pay car between Chicago, Cairo and Dubuque. Many of the older employes have been handed their pay check by him. He was in that service about twenty-one years.

He became a clerk in the Chicago freight house in February, 1903, and has remained in that position since.

Has Had Forty-six Years of Service

Thomas Kelly, engine wiper in the roundhouse at 27th Street, has been in the service of the company for more than forty-six years. He started work in March, 1876, as a helper in the tin shop at Weldon.

But working with tin did not occupy all of Mr. Kelly's time and thoughts. The engines that came into the shops were interesting to him, and after a year had passed he was a fireman on one of them. He was placed in switching service first, then on a suburban train; later he was firing in freight service and then was made engineer on a switch engine in the yards at Chicago. He had been a fireman about four years.

Mr. Kelly remained on the switch engine until about five years ago, when he was made a hostler. Two years ago he became an engine wiper.

He Helped Build Chicago Breakwater

John Spencer, bridgeman, helped put in the breakwater between 16th and 48th streets in Chicago. He entered the service

in February, 1880, as a laborer on the suburban tracks. When construction on the breakwater was started, he was placed on a pile driver. This work was discontinued during the winter months and started again as soon as the ice thawed. It was completed in about three summers, he says.

After the breakwater was completed, Mr. Spencer was transferred to the bridge department and worked out on the lines as well as in Chicago. During the last twenty-five years he has worked steadily in Chicago.

Mr. Spencer was severely injured on April 22, 1912, while he was working on a pile driver. One of the piles slipped from the hook and struck him on the hip. When he recovered from the shock, he says, he thought that he had been injured on the head, but when he tried to arise he found that he could not use his legs. He was in the hospital for several months.

His Record Shows Many Changes

P. F. Sheehan, freight agent at South Chicago, entered the service on March 20, 1880, as a clerk in the station at Jesup, Iowa, where he learned telegraphy and station work. He made such rapid progress that he was sent out on the line as relief agent and operator the first part of the following year, and in May of the same year he was appointed the regular night operator at Independence, Iowa. He remained there until October, 1882, when he returned to Jesup as agent.

Mr. Sheehan's service record is one of several transfers, and he says that he has profited by the experience he gained by each change of location. In August, 1885, he became the agent at Alta, Iowa. He was there only a short time when he was made the freight agent at Le Mars. A change was made in the station force at Sioux Falls, S. D., in 1889, and Mr. Sheehan was sent there as freight agent. He remained there longer than at the previous places he worked, but in January, 1895, a decrease in all lines of business brought about changes. Mr. Sheehan was made agent at La Salle, Ill., where Mr. McCourt, who had been the trainmaster of the Sioux Falls district, had been appointed superintendent of what was then known as the Amboy division.

When the Illinois Central acquired the P. D. & E. in 1902, Mr. Sheehan was appointed agent at Evansville, Ind. He remained in that position until March, 1904, when he was compelled to ask for a leave of absence on account of failing health. He

went to New Orleans, where he obtained a position in the local freight house and stayed until August of the same year.

Sees South Chicago Business Grow

By that time he had fully recovered his health, and he returned to Chicago, where he was given a position as assistant agent at Hawthorne. In September, 1907, Mr. Sheehan was made the night clerk in the Chicago office.

He was anxious for an agency again, and in January, 1909, he was appointed freight agent at South Chicago. At that time the agent there had charge of the business of South Chicago alone, but in 1916 the freight business of Windsor Park and Cheltenham was consolidated with that of South Chi-

cago. Since that time Mr. Sheehan has handled the entire freight business of the South Chicago district, on which there are sixteen active industries and three team tracks. In addition, he has supervised the suburban train service at South Chicago and 83d Street.

Mr. Sheehan says that the suburban service has been greatly increased since he has been at South Chicago. When he first went there, there were only four trains lying over at night, while now there are seven at South Chicago proper and six at 83d Street.

The freight business has correspondingly increased, he says. Not long ago a commercial agent's office was installed in South Chicago.

Some Figures on the Chain Letter Pest

Rotarian Gray of the Louisville Rotary Club has an article in the *Louisville Rotary Wheel* of August 8 that is worth passing on. Many of us during the past few months have received one or more of these chain letters, and the staff at international headquarters has not been omitted:

During the past several months, a number of Rotarians have received and, alas, have forwarded copies of a so-called "good luck" letter.

The letter itself is very short, but the list of victims is extremely long, one of those

received by the writer reaching down to the thirty-sixth chain of nine members each. Do the members of Rotary realize what this would mean if the chain had remained unbroken? Fortunately for us it must have been broken many, many times; otherwise the entire industry of the United States, and possibly of the world, would have been given a most serious jar.

Now, figure it out for yourselves. The thirty-sixth chain would require 58,149,737,002,953,498,998,791,809 letters to be written. Can you read that number, beginning fifty-eight septillion, etc., etc.?

A thousand expert stenographers, writing continuously at the rate of one letter every three minutes for ten hours each day of 300 working days in a year, would require 969,162,283,382,558,316 years to accomplish the task, without addressing the envelopes.

If the letters with the envelope weighed $\frac{1}{2}$ ounce each and the correspondence were loaded in freight cars carrying 50 tons, or 100,000 pounds to each car, it would require 18,171,792,813,421,718,437 cars.

Given a length of forty feet to each freight car, they would extend to a distance of 137,665,097,071,376,654 miles.

A fast freight train, traveling at express speed of 60 miles per hour for twenty-four hours each day, 300 days in the year, would require a total of 320,983,604,311 years to pass a given point.

But what's the use?

—From *Weekly Letter of the International Association of Rotary Clubs*.

MIND IS ETERNAL

If we work marble, it will perish; if we work upon brass, time will efface; if we rear temples, they will crumble into dust; but if we work upon immortal minds, and instill into them just principles, we are then engraving that upon tablets which no time will efface, but will brighten and brighten to all eternity.—DANIEL WEBSTER.



A common scene on Michigan Avenue, Chicago, taken from our general offices

October, 1922

Seventy-seven



Trouble in the Office

THE pencil has made a number of pointed remarks about the sponge's being soaked all day and the waste basket's being full. The scissors are cutting up, and the paper weight is trying to hold them down, while the mucilage is sticking around to see the stamps get a good licking. The ink's well, but appears to be blue, while bill is stuck in the file and the calendar expects to get a month off. The blotter has been taking it all in.—*Selected.*

Railway Improvements

The 5:15 ran off the track the other night, an' everybody got a joltin' up. One of the pleasant features of the accident was that it loosened all the windows in the passenger coaches so that they can be raised with ease.

The railroad has taken up wireless. They have wireless screens in the windows at the depot.—"Rural Editor's Paragraphs," Chicago (Ill.) *Herald and Examiner*, September 10.

Score One for Transportation

A writer in *The Express Messenger* recently used the following illustration to show the value of express service, but it applies as well to all transportation:

"The average Indiana farmer gets up early, at the alarm of a Connecticut clock, buttons his Chicago suspenders to Detroit trousers, puts on a pair of shoes made in Massachusetts, washes his face in a basin made in Pittsburgh, using soap made in Cincinnati, and dries his face on a towel made in New Hampshire; sits down to a Grand Rapids table; eats hot biscuits made out of Minneapolis flour; has Kansas City bacon and Indiana grits fried in Omaha lard; South American coffee, sweetened with Cuban sugar, and all cooked on a St. Louis

stove; buys Irish potatoes raised in Michigan; canned fruit put up in California, and seasoned with Rhode Island spices; puts on a hat made in old Philadelphia; goes out and puts New York harness on a Missouri mule, which is fed with Iowa corn; plows his land with an Indiana plow. At night he cranks up a Detroit automobile, equipped with tires made in Akron, and takes the family to town to see some Alaskan pictures, made by a New York firm, in Maine. Later he goes home and crawls under a New Jersey blanket, only to be kept awake by an Indiana dog—or the baby."

Unusual

"Anything unusual about this accident?"

"Yes, the fellow who was to blame admitted it."—*Detroit Free Press.*

A Financial Parable

A negro preacher set aside a Sunday for making a missionary appeal to his people and receiving contributions. The day came, and he preached a powerful sermon.

Before the offering he announced that he had a bit of bad news. His chicken house had been broken into the night before and six of his best chickens were gone. He added:

"Now, I doan' want to condemn nobody onjustly, but I hab my suspicions dat the niggah wat stole dem chickens is in dis here aujience dis mawnin'. I futhamo' hab a sneakin' suspicion dat when de collection plate am passed, he will frow nuffin into de box. I shall keep an eye on ebery man. We must hab a big collection fer mishuns. De deacons will now pass de plate."

The deacons went down the aisle while the minister kept his eagle eye on the flock. Every one put something into the boxes. The largest offering for missions the church ever gave was gathered in. Then the pastor announced:

"I doan' want none o' you niggahs to miss you dinnah or lose any sleep worryin' ovah who stole dem chickens. De facts is dat de whole story ain't so. It was only a pahable got up fer financial pupposes."—*Everybody's Magazine*. Recommended by B. H.

They Were Related

The conductor of a freight sent the brakeman forward to put a tramp off they had seen board the train just as they were pulling out. The brakeman went forward,

but when he came to the tramp he found himself gazing into the barrel of a gun, and was ordered back to the rear and informed he might as well stay there and save himself some trouble. The brakeman returned to the caboose.

"Did you get him off?" inquired the conductor.

"No," replied the brakeman. "I couldn't put him off. He's a cousin of mine."

"Well, I'm not troubled with that kind of relatives. I'll put him off," stormed the conductor, angrily. After a time the conductor quietly returned.

"Did you put him off?" the grinning brakeman asked.

"No, he's a cousin of mine, too," the conductor replied.—*Judge*.

The Stenog's Vacation

My typust is on hor vacutoin;

My trpist's awau fpr a week

My typudt us in hwr vscarion

Wgile thse danm kews pply hude and seej.

Cjoras:

Oy, breng boxk, bting bzck,

Brung becj mu bonnie ti my, ty mr;

B)&ng b\$xj, b—fng bicx,

Bjing bozk m% belnio—o mx, oJ helk?

—Division Freight Office, Toledo, in *New York Central Line's Magazine*. Recommended by F. T. C.

Night of the Bath

Pestor (looking up from his newspaper):

"I say, Jim, what is the Order of the Bath?"

Nestor (embracing the opportunity):

"Well, as I've experienced it, it's first the water's too hot, then it's too cold, then you're short a towel, then you step on the soap and finally the telephone bell rings."

—*Life*.

Strong for Railroaders

Mose, a negro employed around the freight yard, had been hit by a switch engine and his parts so widely dispersed that they had to put him down as a total loss. Almost before the engine slowed down the claim agent was on his job and had the widow in tow leading her toward the office.

With Saluda was Chloe, a back-fence friend. When the trio reached the railway office the agent produced some papers and began filling them in.

"Now, then, Saluda," he said, "all you have to do is to sign right here, agreeing

to bring no action against the company, and I will make you a present of these five nice, new \$100 bills."

Saluda's eyes bulged out like a crab. Chloe turned to her and gasped.

"Lan' sakes alibe, chile, what you'-all gonna do wif all dat money?"

"Oh, Ah'll buy chickens and watermillions an' a new house an' 'bout a hundred dresses an' jes' whatever Ah needs for de rest er mah life."

"Don't yo'-all need another husband?" asked Chloe.

"Well, Ah don't know 'bout dat, but ef Ah ever does get married agin it'll sholy be to a railroad man."—*Everybody's Magazine*. Recommended by E. W. S.

Not Experienced

Down in Texas the short cotton crop forced a large number of country negroes to the cities. One of these applied for a job at one of the large employment agencies.

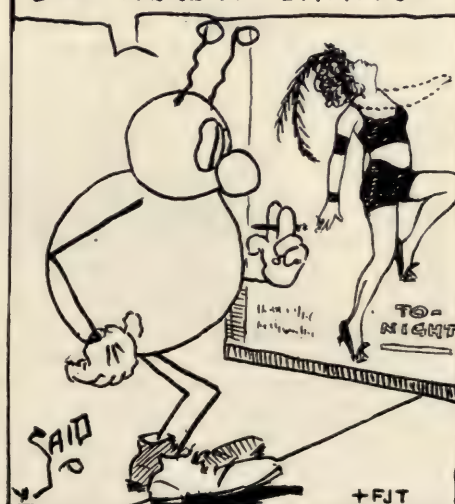
"There's a job open at the Eagle laundry," said the man behind the desk. "Want it?"

The applicant shifted uneasily from one foot to the other.

"Tell you how it is, boss," he said finally. "I sure does want a job mighty bad, but de fack is, I ain't never washed a eagle."—*Argonaut*.

INKID SAYS—

A CHORUS GIRL COULD
MAKE A FORTUNE IF
SHE WERE A CENTIPEDE.



father of the league, says the league will be a whole lot faster than last year and that without doubt the averages will improve. Mike Grace of the Chief Special Agent team says it would look like a frame-up if his team won the championship this year, but he says to look out for the sharpshooters next year. Captain McComb of the Off-



R. O. Fischer

icers team, which finished in next to last place last year, plans to finish in first place this year. Captain Knodell of the General Superintendent of Transportation team says his team will finish in first place and he will stand No. 3 among the leading bowlers. Walter Klein of the Purchasing Department has his team down to fighting trim, with only five men on the team.

The General Freight Department, with eleven men, has the largest number of

would-be bowlers; it will keep Captain Koch busy trying them out. Bernbach, individual leader of the league last year, will have to step this year, for several of the other leading bowlers are out after his scalp. Captain O'Connor of the Vice-President Accounting team is so modest he fails to claim first place in the league. The Engineer Bridges and Buildings team, with Block in the line-up, ought to make it hot for the other teams.

A. R. Barnes & Company have again printed the schedules without cost to the league, and the bowlers greatly appreciate their kindness.

The league has changed its meeting place and night. Rooters planning to be present will find us every Thursday evening at 6229 Cottage Grove Avenue, a new establishment, where there are eight alleys on the second floor and eight on the third floor. Our league will be using both floors.

NEW CALIFORNIA AGENT

Effective September 1, A. W. May was appointed commercial agent at San Francisco, Cal., with office at 447 Monadnock Building, vice L. L. Eicholtz, resigned.



Here is the champion official and office force baseball team of the Louisiana division, with headquarters at McComb, Miss. This team lost only one game all season, being beaten on that occasion by the Kewanis Club team of McComb. The Illinois Central players are, left to right, standing: G. W. Little, timekeeper, sub., left field; J. E. Schneider, chief dispatcher, right field; T. J. Quigley, superintendent, second base; J. A. Parnell, accountant, catcher; G. L. McAllister, dispatcher, first; H. P. Campbell, trainmaster, third; A. B. Simmons, clerk, short; W. T. McGuire, chief clerk, manager and pitcher. Sitting: Curtis Mayfield, rodman, sub., third; E. H. Lewis, assistant engineer, left field; W. D. Dodds, secretary, center field; J. A. Anderson, accountant, sub., right field; H. A. Wilmot, chief accountant, captain and pitcher.

Solved St. Louis Division Water Problem

Illinois Central Rearranged Facilities at Comparatively Small Cost for a Permanent Improvement

The following account of how the Illinois Central overcame a water shortage in the coal fields of the St. Louis division appeared in the August 19 issue of The Railway Age. The information was supplied by C. R. Knowles, superintendent of water service for the Illinois Central System.

DURING the last few years a water supply development has been carried on by the Illinois Central in the vicinity of the coal fields of southern Illinois which has not only solved a serious operating problem at a relatively small expenditure but also has afforded an attractive source of revenue from the sale of water as well as a protection to the company from loss of business in the vicinity affected. Necessitated by reason of a series of annual water shortages sufficiently acute to require the hauling of water in trains for considerable distance at much expense, and not only seriously interfering with the orderly and economical movement of traffic, but actually threatening production of the mines in the vicinity, a program was launched in 1918 involving extensive alterations at several water stations and the installation of a new pumping station. The work was carried out over a period of years and involved a total expenditure of approximately \$240,000, as a result of which the region is adequately protected against trouble from this source for several years to come and a revenue has been afforded from the sale of water to interests not having supplies of their own which has already paid a substantial portion of the entire investment.

The lines under consideration extend from Centralia, Ill., on the north to Cairo on the south, where they not only constitute the middle link of the main line, but form a neck in the bottle between the main line and the important branch diverging to Freeport on the north line of the Illinois Central and the main line and the Birmingham line of the Illinois Central to the south, as well as including the terminus of the line to St. Louis. Further than this the Illinois Central System at this point passes through one of the largest coal-producing fields west

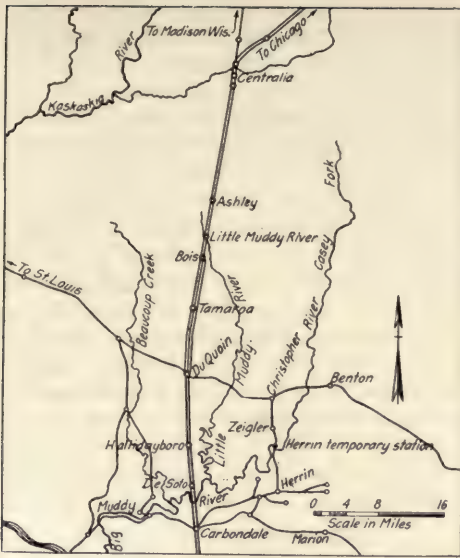
of the Alleghenies, where it has numerous branches and maintains an extensive switching service.

This is a region in which the subsurface water contains such a high content of scale-forming salts as to warrant its use only as a last resort. It is also an area in which the few streams carry much suspended matter and are otherwise more or less undesirable for use because of pollution from mine drainage. As a result it had become a practice for the railroads in this vicinity to obtain their supply from surface reservoirs of their own construction or the property of neighboring towns. The topography of the country lends itself to this purpose, and these reservoirs have invariably afforded supplies of very satisfactory quality for locomotive use. Unfortunately, however, the region is subject to protracted periods of dry weather. This condition, in the face of the heavier demand for water not only because of the greatly increased railway traffic and mining activity but, in the case of municipal supplies, due also to the increases in population, precipitated a situation in which the railroads in that vicinity were confronted annually with a threatening or actual shortage of an increasingly serious nature.

Principal Shortage at DuQuoin

Of the several points on the Illinois Central where trouble was encountered, the situation was most acute at DuQuoin, thirty-five miles south of Centralia. This is a junction point between the main line and the line to St. Louis, upon which business had increased at the rate of approximately 10 per cent a year for five or six years. The supply at this point was obtained from a reservoir whose capacity had been outgrown by the demand. It was a regular occurrence for it to become exhausted about September 1, and it would remain so until about the first of year, either because there was no water available or because of the freezing during the winter of what little water remained in the reservoir.

As it was essential that a supply be maintained at this point it became necessary to haul water in cars from Carbondale, twenty



Our lines in the Illinois coal fields

miles south, or from a branch line station at Sand Ridge, a distance by track of about fifty miles. As an indication of the acuteness of the shortage it was not unusual for as many as three trains of twenty cars each to be operated daily to serve the one station, and during November and December, 1917, and January, 1918 (the most difficult time of the year to haul water) as many as 3,000 cars of water were hauled to this point and emptied into the reservoir. This was an expensive procedure, the cost of hauling water to the one station, in fact, exceeding \$25,000 in 1917, exclusive of rentals and maintenance of equipment. Moreover, these trains seriously interfered with the normal operation of regular traffic, and because of the impossibility of hauling the water in ordinary tank cars at that season of the year, because of weather conditions, the situation required the use of coal cars at a time when these cars were in the greatest demand at the mine.

An annoying situation also presented itself at Bois, midway between DuQuoin and Centralia, where the supply was obtained from the Little Muddy River and from an impounding reservoir of approximately 50,000,000-gallon capacity. While the reservoir water was entirely satisfactory in quality and the Little Muddy River a water of fair quality, and while no shortage had actually occurred at this point up to the time the water supply program was undertaken, a threatening situation existed in the fact that the creek could not be relied upon

for the required supply during more than three to six months of the year, during a part of which time it also carried considerable matter in suspension. Neither could the watershed be relied upon to keep the reservoir filled to its capacity. In addition the old pumping plant had become inadequate to handle properly all the water required during normal times, not to mention the period when a shortage was encountered at other points, particularly at DuQuoin.

Trouble at Carbondale, Too

Hallidayboro, located twelve miles south of DuQuoin, presented a condition somewhat like that at Bois. Deriving its supply from an impounding reservoir of approximately 40,000,000-gallon capacity, from which water was delivered by a steam pump through a mile of 6-inch pipe to the storage tanks, this station afforded an adequate supply of water of good quality under normal conditions, and, as a matter of fact, had never become exhausted. But Hallidayboro was not an economical stopping place for trains, and it presented a cause for concern when, by reason of shortages elsewhere, it became necessary to take more water than usual at this point.

The situation at Carbondale, the next station south on the main line, presented another aspect to the problem than that of shortage. Situated thirty miles south of Hallidayboro and at the junction of the main line with the coal branches, where it was customary for all trains to take water and where as many as 1,500 cars of coal a day were received from the coal-producing section, this station was one of the most important on the system. To meet the demands made upon it, water was pumped from a steam plant on the Big Muddy River, four and one-half miles west of Carbondale, through three miles of 8-inch cast-iron pipe and one mile of 12-inch pipe to service tanks at the roundhouse and in the yards having a total capacity of 100,000 gallons. Aside from a little trouble occasionally encountered by the pipe lines' being too small, this supply was adequate at all times for the demand made upon it, but the quality of the water was bad. As suggested by its name, the Big Muddy River carries large quantities of silt at certain seasons of the year, but in addition to this it also carries matter in solution ranging from one to seven pounds per 1,000 gallons, of which from one to five pounds are scale-forming

solids. Because of this, considerable trouble from leaking of flues was encountered during low water periods, by reason of which it became advisable at such times for trains to take water at points less advantageous from an operating standpoint.

Shortage Threatened Production

The Illinois Central maintained no water stations in the vicinity of the mines tributary to its tracks, but depended for its supply upon the towns of Christopher, Benton, Herrin and Marion, shown on the accompanying map. All of these towns were supplied from impounding reservoirs. With the normal increase which had taken place in the population of these towns, as well as the increased demand for water made upon them by the mines and the railroads, it had become a regular thing for the towns to suffer from water shortages during the late summer and early fall, and when these shortages occurred it became necessary for engines to run for water to DuQuoin or Carbondale, the average distance ranging between three to twelve miles each way. With the interruption to the regular operation of trains by reason of this continual running for water during uncertain seasons, together with the facts that the supply at Carbondale was anything but satisfactory, that the supply at DuQuoin was obtained only by hauling water from other points, and that there was a tendency for the shortages of water purchased from the towns to increase with the growth of the demands made upon them, the situation was becoming a serious one.

Confronted with this state of affairs in the vicinity of the mines, and on the main line, it was evident that something more substantial in character and less expensive in kind was required to remedy the trouble than the hauling of water from points where it could be obtained, and investigations were accordingly made to this end.

At DuQuoin, where about 75 per cent of the shortage occurred, it was not possible to overcome the difficulty inexpensively. With no creek at this point and with the poor quality of the ground water eliminating it from consideration as an auxiliary supply, only two alternatives remained: one, that of deepening the existing reservoir; the other, of building a new one. An investigation revealed the fact that, even if the deepening of the existing reservoir was not prohibitive in cost, there was no assurance that when once it was deepened the

watershed could be relied upon to provide the additional water. It was decided, therefore, to build an additional reservoir and to replace the old pumping plant. The new reservoir was constructed in a valley adjacent to that in which the old reservoir was located. This required the construction of a dam at an expense, along with other details, of about \$128,000. Supplementing this, a new pumping plant was built which consists of two 25-horsepower semi-Diesel engines, belt connected to two 500-gallon-per-minute centrifugal pumps. In addition the 6-inch pipe line was replaced by one and a half miles of 8-inch pipe line, salvaged from improvement work at Carbondale, and a 100,000-gallon service tank was erected to increase the track storage to 190,000 gallons.

Solution Worked Out at Bois

At Bois, as has been mentioned, the water supply was obtained from a stream that could be relied upon for an adequate supply only about six months in the year and from an auxiliary reservoir having an insufficient draining area. The problem, therefore, was one of increasing the water supply. The solution at first appeared to be one of enlarging the impounding facilities and at the same time increasing the watershed, a work which would require the constructing of a second dam across the main valley below the main reservoir and the purchasing of a large tract of land for a reservoir site, at a cost ranging anywhere from \$100,000 and \$150,000 over and above the cost of increased pumping facilities. In working up the plans for the new pumping station, however, the idea was conceived of so arranging the plant that the old reservoir could be filled from the stream during its high water period and then held in reserve for the period when a supply could no longer be obtained from this source.

Working on this basis, the old steam plant was replaced by a new plant, which at DuQuoin consisted of two 25-horsepower semi-Diesel engines, belt connected to two 500-gallon-per-minute centrifugal pumps arranged in duplicate and capable of pumping against a 100-foot head. In addition to this the 6-inch line to the reservoir was replaced by a 10-inch line, an additional storage tank was provided and a water column shifted to a more advantageous location. This work, although it involved a total expenditure of only \$30,000, approximately, has proved entirely adequate for the pur-

pose, the creek affording a certain supply until about September, after which the reservoir can be relied upon for from four to five months. As indicating the economy of this plan over the original one of providing a new impounding facility, approximately 30,000,000 gallons of water were pumped into the reservoir from the creek at a cost not exceeding \$150, while if the additional storage and watershed had been provided the interest and depreciation expense alone at 6 per cent would have been anywhere from \$6,000 to \$9,000 annually.

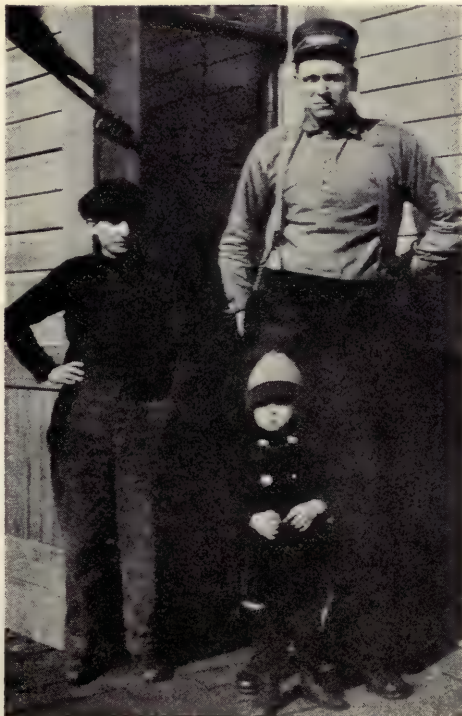
Having remedied the situation at DuQuoin and Bois, the company found it unnecessary to make immediate changes at other points on the main line, other than at Carbondale, where the facilities for handling the water were increased by replacing three miles of 8-inch pipe with a 12-inch line and installing a water treating plant to remove the incrusting solids and suspended matter from that water. The total cost of the latter project approached \$68,000.

Plant Paid for Its Cost

This having been done, the development was completed by building a temporary station at a point about midway between Herrin and Zeigler on the Little Muddy River. At this point the river is above the principal mine drain inlets and affords a water seldom exceeding one and one-half to two pounds of encrusting solids per 1,000 gallons, as compared with five pounds at Carbondale. The equipment at this point consists of a steam plant of two 45-horsepower boilers and a 50,000-gallon tank, constructed from material salvaged from other points at a cost not exceeding \$16,000. While this plant is not located so conveniently as could be desired to the switch engines operating in this district, it has proved a boon not only to the railroads in the vicinity, but to the mines as well, by affording a suitable supply of water at times when it could not be obtained from the adjacent towns. In the fall of 1919, for example, in addition to all the water required by the Illinois Central, several thousand cars of water were hauled from this station to the mines, the number of which in November, 1920, alone aggregated 838 cars, or about 1,000,000 gallons of water.

At a total cost, therefore, of about \$240,000, a program was carried through which has eliminated entirely a recurring condition characterized by much running for water, as well as the hauling of water in

train loads with the interruption it entailed to the normal dispatch of trains, as well as its expense (the total out-of-pocket cost of hauling water in 1917 approximating \$40,000, excluding the cost of rentals, maintenance, equipment, etc.) The work has resulted also in a great improvement in the water at Carbondale and has worked an appreciable benefit to the company directly and indirectly by eliminating any necessity for curtailment in coal production by reason of water shortage and by affording a considerable source of revenue from the actual sale of water to mines for coal washing and steam generating purposes. To indicate the size of this business, in one month 111 tank cars of water were furnished to the mines from the new station at DuQuoin, 85 from Colterville, 118 from New Athens and 7 from Carbondale, all in addition to the 838 cars from the Herrin-Zeigler pumping plant.



Here is probably the biggest man working on the Wisconsin division. Agent W. C. Shadewaldt of Panola, Ill., shown on the right, is 6 feet 5 inches tall and weighs 250 pounds. With him, for purposes of comparison, we have his little son, George, and Lesley Burrington, who is about 5 feet tall.



Proper Storage of Supplies Saves Money

By D. O. DAWSON,
Stockkeeper, Mattoon, Ill.

MY idea for a good, clean stock is, first, to keep the storehouse and bins in a clean and straightened condition. Then every item can be counted correctly, which is the first move to get stock down to a close margin.

If for any reason you desire to make a check of any certain class of material, you already have your material in such a condition that you can take an inventory of it without difficulty at any time.

All bins should be properly stenciled. This is a good practice, for the reason that, if a bin is stenciled wrongly or material is placed in wrong bin, a mistake might be made when counting, which would likely cause you to order a supply of some item of which you already had from thirty to sixty days' supply on hand.

For instance, the price of a journal box, which every stockkeeper is familiar with, is

about \$10. When you are making up stock-books to order material for the month, and you have twelve or fourteen of these on hand, ten of which are stored in the wrong bin, these ten are consequently overlooked. You therefore place an order for ten to increase your stock to a thirty days' supply. After receiving these, it is found that you are overstocked on this article, which not only increases the days' supply on hand, but increases stock to the amount of \$100, which could easily have been avoided had the proper care been given the storing of material.

Such mistakes will happen in larger and smaller items as well. They can be avoided if bins are properly stenciled and material placed in the correct bins.

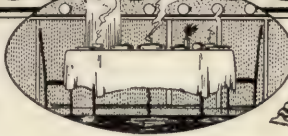
By closely observing these details, you will avoid having a stock of surplus material, cut down the cost of handling and make the month's disbursements look much better.



Some good-looking unit storage

The Home Division

Edited by



Nan Carter

Smart Sayings of Our Babies

Our readers are requested to send in the smart sayings of our babies so that we may print them. Address EDITOR, HOME DIVISION.

Little Billie did not understand it at all when Uncle Tim died. He frequently referred to the absence of the man of the house. Last Sunday morning he stopped in to see his aunt on the way home from church.

"Where's your daddy, Aunt Tillie?" asked Billie.

"My daddy has gone to heaven, dear."

"Then I'll be the man around this house," Billie said, proudly.

"Will you, Billie? That will be fine."

"All right. Now you can't kiss me any more," triumphed the youngster.—Miss O. O'R., *Chicago*.

Catherine, 4 years old, was the pet of the neighborhood. She was especially devoted to the three Shaw sisters, one of whom had auburn hair. If she were asked which of the sisters she liked best, invariably her answer would be, "I like Mae, and I like Nan, but I like Marguerite the best, because she has the colored hair."—Miss M. E. C., *Chicago*.

Tested Recipes

BIRDS' NEST.—Take 1 cup brown sugar, 4 apples (pared, cored and sliced very thin), pieces of butter. Line a baking dish with sugar, apples and butter, and pour over it a cake dough made as follows: Cream 1 cup sugar with 1 tablespoonful butter and 2 eggs, add 2 cups flour sifted with 3 tablespoonfuls baking powder, and 1 cup milk. Bake in moderate oven 30 minutes. When done, cut in squares and serve with caramel sauce, made as follows: Boil until thick 1 cup brown sugar, butter size of walnut, $\frac{1}{2}$ cup water, and 2 tablespoonfuls cornstarch dissolved in a little water.

BONNE BOUCHE.—On round of bread put slice of tomato, little onion and green pepper minced, salt and grated American

cheese. Broil until cheese is melted and all is warmed through.—Miss E. L., *Chicago*.

HONEY DROP CAKES.— $1\frac{1}{2}$ cupfuls honey, 1 cupful sugar, $\frac{1}{4}$ pound shredded citron, $\frac{1}{2}$ pound finely chopped almonds, 1 teaspoonful cinnamon, $\frac{1}{2}$ teaspoonful salt, flour enough to make a soft dough. Mix ingredients in order given. Drop the batter on buttered tins; shape in smooth rounds. (Better try one cake first, and then add more flour if the dough spreads too much.) Bake to a light brown.—Miss VERNITA TRIBBLE, *Tennessee Division*.

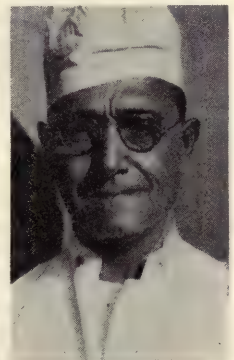
IRISH STEW.—Select three pounds of lamb from the forequarter; wipe and cut in pieces. Cover with boiling water and cook slowly until tender (two hours or more). After the first hour of cooking, add carrot and turnip cut in cubes (about $\frac{1}{2}$ cup each) and one onion cut in slices. Fifteen minutes before serving add four cups of par-boiled potatoes, cut in thin slices. Thicken with one-fourth cup of flour diluted with cold water, and season with salt and pepper. Serve with dumplings if desired.

Dining Car Recipes

Chef-Cook Jean Fields helps to maintain the high standard of our dining service on the Western lines.

His picture is shown herewith, and below are some of his favorite recipes.

SOUP CREAM POTATO.
— Simmer a small slice onion, leek, celery, bay leaf, a clove, and a piece of ham bone in butter then add 1 cup of flour and simmer again. Pour in 2 quarts of boiling milk and add 2 pounds of raw potatoes, and boil until done. Strain through a strainer. Before serving, add the yolk of 1



Jean Fields

egg mixed with a cup of thick cream, and stir in 3 ounces of butter. Sprinkle with chopped parsley.

LOBSTER A LA NEWBURG.—Select a California lobster. Remove meat from shell and cut in dice. Put in saute pan with $\frac{1}{4}$ cup of butter, $\frac{1}{4}$ teaspoon salt, and a few grains of pepper over a quick fire. Simmer for 5 minutes, or until the meat has a little color. For each lobster tail add 1 cup of thick cream and one "pony" of brandy, and cook for two minutes. Thicken with yolks of 2 eggs mixed with a little cream, and serve in casserole.

POTED SQUAB CHICKEN.—Prepare the same as for roasting; season well, put a small piece of butter in each, and place in saute pan with $\frac{1}{4}$ cup of butter and a small slice of onion. Brown well, basting from time to time. When almost done, drain off the butter and add 1 cup of stock and 1 cup of brown gravy. Finish roasting, strain gravy over chicken, and serve in casserole.

Household Hints for Home Makers

Clothes-line will not stretch if it is boiled before using.

To keep lettuce and salad greens crisp for several days, lay them in cold water in which a pinch of borax has been dissolved.

Stand potatoes in hot water for a few minutes before baking. This will hasten the cooking process.

Did You Know That—

Eight inches from the ground is the smart length for the fall skirt?

White spots on finger nails are in most cases due to rough manicuring? Use all implements gently, and never push back the cuticle with a metal instrument.

Refreshment

It had been a sultry day. From early morning things had gone wrong. I was tired and cross and rebellious. Life seemed too difficult, and there was something close to hatred in my heart. This ride was intolerable. I loathed the closeness and the odor of perspiring bodies. As the car swung around the corner I roused myself sufficiently to look through the open window. The park. Fresh and green, the trees waved their leafy branches, stirred by the gentlest of breezes. A sense of peace stole over me, and the words of Joyce Kilmer's immortal "Trees" flooded my mind, driving out all the hurt. I forgot that I was dog

tired and that the surroundings had a few moments before sickened me. "A tree that looks to God all day and lifts her leafy arms to pray." Refreshed, I left the car and turned homeward. Thank God for the poets, who give their songs to soothe a careworn world; and thank God for the trees, that make the poets sing.

OUR BABIES

Here is another group of our boys and girls, of whom we are justly proud. Aren't they the finest ever?

No. 1 is William L., 3 years 8 months old, son of J. M. Guyon, warehouse foreman, Indianapolis, Ind.

No. 2 shows Prospero Addy, $3\frac{1}{2}$ years old, and Bruce Nathen, 8 months old, sons of Operator P. L. Rowen, Fonda, Iowa.

No. 3 is Carey, Jr., 3 years old, son of Engineer Carey Woods, McComb, Miss.

No. 4 is George Ory, 7 months old, son of G. O. David, yard clerk, Baton Rouge, La.

No. 5 is Joseph T., Jr., 8 months old, son of J. T. Snave, secretary to B. A. Beck, assistant secretary, Chicago.

No. 6 is Robert James, 8 months old, son of Section Foreman Roy Myers, Coleman, Ill.

No. 7 is Joseph W., 20 months old, son of J. S. Westermann, assistant agent, Mounds, Ill. Joseph weighs forty pounds.

No. 8 is Dick, 5 years old, son of Chief Clerk H. O. Brittin, Clinton, Ill.

No. 9 is Edward James, 4 years old, son of J. E. Loesch, receiving clerk, freight station, Omaha, Neb.

No. 10 is Allan T., 3 years 6 months old, son of S. S. Stone, assistant chief rate expert, passenger department, Chicago.

No. 11 is Robert Murray, 10 months old, son of Locomotive Fireman P. F. Ryan, Kankakee, Ill.

No. 12 is Marcus, 6 years old, son of Mrs. Wordie Brooks, stenographer, freight office, Jackson, Tenn.

No. 13 shows Gerard, $3\frac{1}{2}$ years old, and Gordon, $1\frac{1}{2}$ years old, sons of Lou Murray, accountant, superintendent's office, Dubuque, Iowa.

No. 14 is Jack, 3 years old, son of J. J. Reilly, agent, Freeport, Ill.

No. 15 is Esther Mary, 4 years old, daughter of H. Lien, agent, Hollandale, Wis.

No. 16 shows Elizabeth Mae, 8 years old, and Novita Jane, 4 years old, daughters of R. M. Bombarger, switchman, Mattoon yards.

No. 17 is Thelma Catherine Thompson, 11 months old, granddaughter of Car Foreman J. R. Hamlett, Nonconnah shop, Memphis, Tenn.

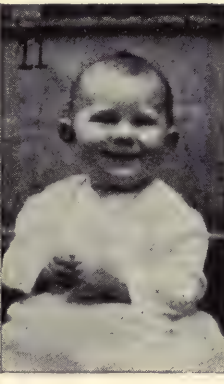
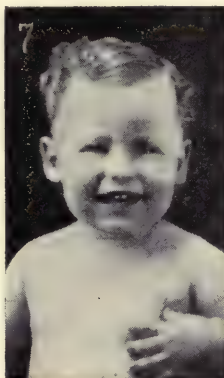
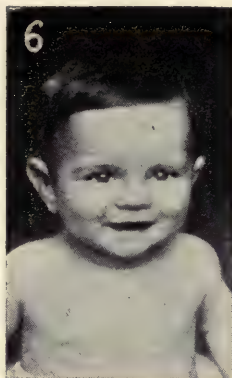
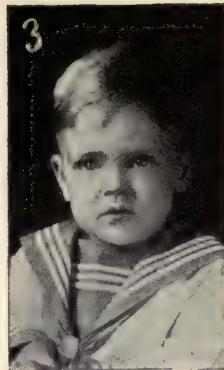
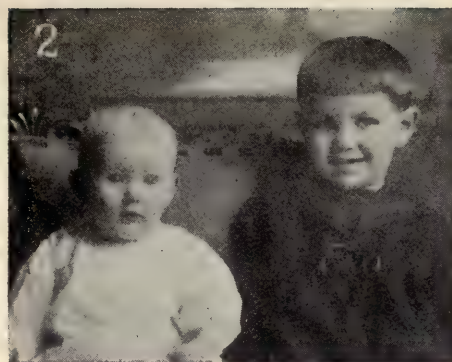
No. 18 is Jean Elizabeth, 23 months old, daughter of George E. Klee, draftsman, chief engineer's office, Chicago.

No. 19 is Virginia, 5 years old, daughter of Conductor R. W. Crawford, Fort Dodge, Iowa.

No. 20 is Betty Jane, 5 years old, daughter of C. S. Collier, instrument man, office of assistant engineer, Champaign, Ill.

No. 21 is Pauline, 4 years old, daughter of Section Foreman Rufus Nabors, Holly Bluff, Miss.

No. 22 is Patricia, 11 weeks old, daughter of Mrs. E. J. Hollahan, formerly Miss Bernice Murphy, who worked as operator in telephone department, Memphis. Patricia won



first prize in the 1 to 3 months baby contest at Memphis.

No. 23 is Jane Lorene, 8 years old, daughter of George F. Barton, assistant cashier, local treasurer's office, Chicago.

No. 24 is Rosalind Maxine, 18 months old, daughter of J. T. Knupp, switchman, Mounds, Ill.

No. 25 is Marguerite, 15 months old, daughter of Engineer D. Bunch, McComb, Miss.

No. 26 is Cyrell Adair, 6 years old, daughter of Clerk Jesse N. Oliver, freight office, Martin, Tenn.

No. 27 shows Valeta, 6 years old, and Cecel, 4 years old, daughters of Section Foreman L. E. Adams, Alburnett, Iowa.

No. 28 is Mary Emily, 4 years old, daughter of Section Foreman Dee Williams, Birmingham, Ala. Mary Emily is known to her railway friends as "Cy."

A Clean Locomotive Is an Advertisement

By S. R. MAULDIN,

Master Mechanic, Water Valley, Miss.

A locomotive clean in appearance and in proper condition is a good advertisement for any railroad. However, a locomotive may seem clean and have a good appearance to the casual observer when at the same time the wearing parts of the machinery are neglected as far as cleaning is concerned.

To advertise costs money, even if we use merely a good locomotive for the purpose. To have all of the locomotives of any railroad present a neat and clean appearance is not all that is required along the cleaning line, however.

When properly designed and put together the wearing parts of the machine will last longer and give much less trouble from heating of bearings if the machinery is carefully cleaned as often as inspection indicates it is required.

There was a time when the cost for cleaning, both labor and supplies, was given much less thought than at present, due to the fact that the cost was much lower and the cleaning of the locomotive was not so large a part of the cost of handling as it is at the present time. It is hardly necessary to give causes for the increased costs. Perhaps attention should be called to the fact that nearly all locomotives built during the last few years are much larger, entirely different in finish (meaning the painting) and not so easily cleaned with the same supplies as in years past. The rough surfaces do not release the dirt, oil, etc., when rubbed with waste or rags, consequently the locomotive takes longer to clean, and the additional cost is the result.

Cleaning the locomotive is included in the cost of handling. When daily records indicate that this cost is going up, immediate action must be taken to bring it to a lower figure, which can be done only by reducing the amount of labor used. Assuming that the force for handling engines has been

well supervised and only enough men employed to handle economically the locomotives at any terminal, about the only reduction that can be made is in the ranks of the cleaners.

It would be a difficult matter to convince all who are responsible for the proper care and maintenance of locomotives that proper cleaning is as essential as the washing of the boiler or any other operation performed which is in connection with the preparation for service. Only when the cleaning has been neglected to the extent that it causes worn and hot bearings does it occur to those who have made the mistake that the lack of cleaning has required them to add to the repair forces, which also means excessive hours at the terminal for each locomotive neglected.

Those who have given the subject their thought and attention know that it is economy to give the cleaning as much attention as the repairing; further, that a locomotive kept properly cleaned will be given good attention by the engine crew, and the mechanics and other employes will take more interest in the work they perform. Systematic cleaning, with labor carefully selected and supervised by those who know how to clean a locomotive, is necessary.

The selection of labor to be used in the engine house should be given the same careful attention as the selection for any other purpose around the shop premises. It will be noticed that some do good cleaning and others, using the same amount of supplies and time, make little progress; further, there is some skill required to be a good cleaner, and it is a mistake to think it possible to employ a man, turn him over to the "boss wiper" and say, "Here is another cleaner for your gang," for he may turn out to be a poor hand at the business even if a willing worker.

A cleaner who understands his work is just as essential in the maintenance of locomotives as the mechanic.



How Facts Converted a Radical's Belief

James B. Horn, Long an Agitator, Now Urges Teaching of United States Constitution and Economics

The following is an excerpt from an address delivered recently before the Engineers' Club of Philadelphia by James B. Horn, who for eighteen years was a leader among American radicals. He tells of his conversion. Mr. Horn was born in Russia and came to the United States via England. His name in Russian was Zuhlman Ber Horn Kalmonovitz.

ALACK of knowledge of the history of human progress, and of human nature in its relation to government, is what permits "isms" to come into being and thrive. I preached the theories of "isms" for many years, simply because I failed to receive the practical education I needed.

It was early in the Great War that I began to receive strange and confusing impressions. As an advocate of higher and higher wages I saw my dreams realized; but they were only dashed to the ground by the counter-realization that higher wages do not mean any more wealth to the worker, that prices followed right along with wages, and that no one was any better off. This was my first jolt, and it was a pretty stiff one; but I passed it over.

When government ownership of the railroads in the United States became an accomplished fact, I said to myself, "Now we are beginning to come into our own." But when I saw that attempt crumble; when I saw what government ownership meant, what it did to the railroads—for I could not help seeing the decreased efficiency, the increased cost, and that the man who works pays the bill—it disturbed me greatly. But even these things did not take me away from my work.

A Disappointment in Russia

Then along came Russia, throwing off the shackles of government and becoming a simon-pure democracy; and when I saw that fail and become an absolute dictatorship and autocracy—the greatest the world has ever known—I received a greater shock than any that had gone before.

What was wrong? I felt it could not be my theories, and yet here was the practical application of a theory which should

have become a beacon of light to the world, and instead of its being a success it proved to be all wrong; things did not work out. My mind was greatly perturbed, and, in fact, it was only a little less than a year ago that I was finally and completely reformed—I will tell of my actual, personal transformation later. I began to realize that all men are not born equal; that the influence of ancestry in the formation of brain and body cannot be denied; that the only equity that can really obtain is the equity that brings greater reward for greater service; that so-called capitalism is only another name for an industrial system in which capital is the reward for accomplishment, which is the result of effect in the giving of service; that maximum production by each and every individual is the only means of bringing about a greater distribution of clothing, of food, of better housing, of all the material comforts of life; that it is only through the encouragement of maximum initiative that the greatest service can follow.

Now these, you may say, are simple truths, but are they given in this simple and convincing form to all men? If they were I would not now be importuning you to establish in your schools the comparative study of social systems, so that the future citizens may arrive at the truth with regard to human tendencies and human relationships after they have studied the structure of government and of society. I feel that the only way I can undo the wrong I have done in the past is by trying to influence you to see that those in your charge are instructed in the fundamental truths about American government and the American social system. If you knew of the proselyting of the workers, both in and out of the shops; if you knew of the numbers of speakers, booklets, pamphlets, *et cetera*, that in this country are daily arguing for the destruction of the American government and of everyone in an industrial position of responsibility, you would gasp.

Education Is the Remedy

There is, however, a simple remedy—not

easy to apply, for it takes diligence and patience. That remedy is *education*. Do not misconstrue what I say. I don't mean education in the generally accepted meaning of the term; I mean education in the sense of conveying the truth about the industrial system under which we live, the explanation of industrial economics—and in that way only can he who has seen the other side of the picture compare and get at the truth.

It is a peculiar and not uninteresting situation. America slumbers and does not realize the undermining processes that have been and are now going on. Have you ever stopped to think that each and every one of you was born into, and grew up in, an industrial system about which you gave little conscious thought, accepting it just as a matter of course? Do you realize that there are now being sown throughout the United States the seeds of another industrial system, which is just the antithesis, the direct opposite, of the existing one?

The system that we have today is a development of the centuries; and as you look at it, as you study it in all its ramifications, it is easy to see how the fundamental principles came into being and made it a working plan, designed to encourage the maximum initiative of each and every individual, to develop maximum production upon the part of every individual. The whole world is now leaning toward socialism, communism or some other "ism." In order to grasp their fundamentals, it will be necessary to squeeze them into a mass, boil them down and look at them simply and clearly. What is the result? The leveling process, all men to be treated as equals, regardless of their capacity or willingness to serve, no one to receive more than the fellow working next to him, regardless of his efforts or ambition. This will lead to the stifling of all initiative. Squeeze them together again and take another look. The result is its second major fundamental, that of curtailing production.

Reducing Production Unsound Theory

Curtailing production, on the theory that it gives more jobs to more men, is an unsound theory. I shall not attempt to go into an analysis of these two diametrically opposing systems. I have stated the simple truth. This truth happened to reach me, and I say "happened" because it has reached but a limited number of those who are in the dark. Is it not a fact that education—

I mean the conveyance of information of the truth—has made this country the most advanced nation in the world? Is it not a fact, after searching the history of all governments, that each one represented the development of the individual, of its men? And after considering the slow process of civilization through the centuries, we find represented in the republican form of government in the United States a plan of human association that is far greater and much better and gives more happiness to the individual than any heretofore devised and practiced by man.

What has caused this nation to become the greatest on the face of the earth? Is it not because of the workable plan which is designed to encourage maximum initiative and maximum output from each and every individual? Any "ism" that tends to combat those fundamentals is striking a blow not only at the government but also at each and every one in an industrial position.

Is it not in your power, is it not your duty, to take a definite part in imparting your knowledge to others?

When I mentioned before an eminent economist, I referred to Mr. G. Y. Clement, editor-in-chief of the American Educational Association. He has my undying gratitude—let me tell you a wonderful and, to me, a strange story.

How Horn Was Converted

About three years after doubts began to form in my brain I found myself in Bridgeport, Conn. I was at a meeting of radicals, largely made up of the workers of the Singer Sewing Machine Company. I happened to feel ill that evening, and I was taken to the city hospital. My wife, who always worked—and here permit me to remark that a radical is not willing to work himself but his wife has to help him out all the time—as I said before, my wife, who always worked, had been receiving some publications from a Philadelphia educational institution. She always urged me to read those folders, but I would have none of it, and I told her I didn't care to read trash. She cornered me, however, while I was lying in the hospital with nothing to read. My wife was my only visitor, and she saw to it that all the reading matter that reached me was those folders, with little stories of economics, that she had been keeping for just such an opportunity. Those little folders were to accomplish that

which I thought was impossible. They did accomplish it. At first I protested strongly, but finally I gave in. I read thirty-six folders in all, and I admit I was confused. Everything was simple and clear, but I was dyed in the wool, and these truths were opposed to the theories I had held as truths for many years. My beliefs were not easily changed. Time passed, and I came out of the hospital with a great big problem in front of me—what to do? Shall I get work in Bridgeport, my old environment? What shall I do? I finally determined to leave. I chose Philadelphia. I did not admit to myself that I chose that point because it was from there I received my light. It is peculiar, it is really mysterious, the workings of the sub-conscious mind.

I came to Philadelphia. I called upon the secretary of the industrial relations committee of the Chamber of Commerce, who directed me to the American Educational Association. After meeting several secretaries I was finally brought face to face with the editor-in-chief, who is the greatest economist with whom I ever came in contact. His outlook upon the masses is much broader, farther advanced than any I had known. Interpreting natural law as a scientist, in the simple language of the layman—understanding was easy. I told my story and asked what I could do in order to undo the great amount of mischief I had done in this great country. He looked upon me quietly and said: "The same way you have spread destructive thoughts you can convey constructive ideas." I took his advice.

Spread Facts and the Constitution

There are twenty million workers all over the United States who are kept in the dark as I was. Some of them are your workers who are getting a constant stream of radicalism through propaganda or literature. Now, why not use your influence, by giving them the right kind of reading? What is that right kind of reading? What is the necessary education? Is it not the simple fundamentals of the Constitution of the United States, which gives them an opportunity to work for whom they will? Is it not of the simple fundamentals of capitalism, showing where it is designed to reward the industrious in conformity with their skill and application? Is it not that of giving to them the economics of industry in plain simple words, so they can understand, whereby they see that unit production gov-

erns everything, that the less there is produced the less there is to go around, and that there is no panacea to overcome the workings of natural law? Is it not to give the men who work for you the plain, simple fundamentals of getting ahead, those principles you have worked out, that have placed you in the position you occupy today, recognizing those great opportunities that you know exist for all?

Are you not inspired to carry the truth, within the scope of your influence, to your own workers, to overcome that false and lying plea of radicalism that is attracting their attention and interest? Give them a copy of the document that was penned by your forefathers. Give them a copy of the manuscript that stands as the emblem and pride of your nation, of my nation and of all the nations—a manuscript which was won through heroism, through sacrifice and suffering—the most sublime paper ever written by man, the Constitution of the United States. These fundamental laws—with an explanation to those who need explanation—are the greatest and most forceful to overcome the radical poison reaching the workers today. Give them the truth about production, instead of the falsehoods the radicals are giving them. Give them in plain, simple words, perhaps for the first time, the truth about capital and labor, and show them where their best interests lie.

STOPPED 12 INCHES FROM CHILD

Engineer W. E. Phillips, Memphis division, by his watchfulness and quick judgment, saved the life of a child while handling train No. 26 on June 10. The train was moving at the usual rate of speed, just south of Davenport, Miss., when Mr. Phillips observed something on the track. At first he thought it was a dog. When he could tell what it was he immediately applied the brakes in emergency in an effort to stop. A little negro child, about 2½ years old, was sitting down against the rail on the fireman's side. Fireman Arthur Bridges went out on the step in front of the engine to pick it up, but Mr. Phillips brought the train to a stop when only about twelve inches from the child. A negro living nearby claimed the child, explaining that it had run away from its home and wandered on the track. Mr. Phillips has been in service on the Memphis division for fifteen years, and the character of his service is manifested in this instance.



C. & O. Editor Heads Railway Safety Work

L. G. Bentley, general safety agent of the Chesapeake & Ohio Railway Company and managing editor of the *Chesapeake & Ohio Employes' Magazine*, was chosen chairman of the steam railroad section of the National Safety Council at the recent meeting of that organization in Detroit, Mich. Mr. Bentley is one of the best-known railway safety men in the country, and the honor which comes to him is the natural result of his recent achievements in this field.

Mr. Bentley started his railway career as a telegraph operator for the Norfolk & Western in 1892 and went into the employ of the Chesapeake & Ohio in the same capacity at Richmond, Va., May 8, 1892. He served in turn as telegraph operator, agent and dispatcher until July 8, 1908. In this period he represented the telegraph operators on their general committee, first as local committeeman, then as secretary and later as general chairman.

July 8, 1908, Mr. Bentley was elected by the board of governors as superintendent-secretary of the Chesapeake & Ohio Hospital Association. January 1, 1913, he assumed additional duties as secretary of the general safety committee. Beginning at that time he developed from a 2-page pamphlet the present successful *Chesapeake & Ohio Employes' Magazine*. November 1, 1918, he left the service of the hospital association to assume charge of the railroad's newly created safety department as general safety agent.



L. G. Bentley

Mr. Bentley has been chairman of the program committee of the steam railroad section of the National Safety Council for the last two years. He performed a like service for the safety section of the American Railway Association at its meeting in Chicago in May of this year. He is also a member of the committee on prevention of highway crossing accidents for the safety section of the American Railway Association and chairman of the subcommittee on publicity.

No Accident in Four Years

Said the Lena (Ill.) *Weekly Star* of July 20: "Ralph Ebert, our Main Street crossing flagman, keeps things spick and span around the crossing. Besides caring for the safety of pedestrians, autos and vehicles, Mr. Ebert takes great pride in his two beautiful flower beds on the lawn east of the crossing shanty. He also has a very nice little park along the right-of-way. Ralph is always on the

A Careless Man

A man, he saw a horsefly fool
Around the hind legs of a mule.
To shoo it off that man knelt down.
He rose up with a harp and crown.

Another man stepped on the gas
And tried a railway train to pass.
He reached the middle of the track.
And now he twangs a harp—alack!

—Exchange.

alert to safeguard the public at this crossing, and when he puts up his 'Stop' signal you can rest assured there is danger in sight."

Here we have some pictures of Ralph Ebert and his park, with its four cherry trees and two flower gardens. In addition to keeping his surroundings beautiful, he saves lives, as there has not been an accident at his crossing since he took charge of it four years ago—September 1, 1918. The sign he uses he painted himself.

Mr. Ebert started working for the Illinois Central as a section laborer at Warren, Ill., in October, 1916. June 16, 1917, while help-

ing the gang unload gravel from the cars, he was injured so that he lost his leg. Fourteen and one-half months later he began his service on Main Street at Lena.



Ralph Ebert and his park

Mark Twain on Effective Selling Talk

"He was the most eloquent orator I ever listened to. He painted the benighted condition of the heathen so clearly that my deepest sympathy was aroused. I resolved to break a lifelong habit and contribute a dollar to teach the gospel to my benighted brethren.

"As the speaker proceeded, I decided to make it five dollars, and then ten. Finally, I knew it to be my duty to give the cause all the cash I had with me—twenty dollars. The pleading of the orator wrought upon me still further, and I decided not only to give all the cash I had with me, but to borrow

twenty dollars from my friend who sat at my side. That was the time to take up the collection.

"However, the speaker kept on, and I lost interest, and finally dropped off into sweet slumber, and when the usher woke me up by prodding me in the ribs with the collection plate, I not only refused to contribute, but am ashamed to state that I stole fifteen cents from the plate."

Of course, the above is Mark Twain. And it applies right here, and is well worth repeating—don't oversell to your customers.

The Earliest Days of Our Indiana Division

*E. R. Alexander Recalls Building of Road and
Arrival of First Locomotive at Palestine, Ill.*

E. R. Alexander, employed in the office of the auditor of freight overcharge claims, Chicago, recently regaled the readers of the Palestine (Ill.) Register with the following chatty account of the early days and old-timers of the Indiana division:

SOME TIME in 1869 or 1870 I went to Robinson with my father on a load of woolen goods from his factory to be shipped on the Paris & Danville Railroad, which is claimed to have been stolen from Palestine along the same lines that are now being worked with the new hard road.

While there I saw my first locomotive and was duly impressed by the wonderful sight, which aroused in my childish mind visions of my future career in which the railroad was to play an important part.

From that time for a few years our only railway activities consisted in playing along the old north and south railroad which had been graded and finished for the track (which never came) extending from Hutsonville to below Palestine in the direction of Vincennes.

About 1872 or 1873 there began to be rumors of an east and west railroad which was to be built through Palestine, extending from Cincinnati to St. Louis or possibly to Quincy and beyond; it was given the euphonious title of "Quincy, Pason & South-eastern," but it never materialized. Growing from this enterprise developed a hybrid proposition beginning nowhere and ending nowhere—just an east and west railroad.

Construction of Real Railroad Begun

In some manner E. Pratt Buell and his box of cigars became interested and with his unlimited gall and glowing accounts he succeeded in raising enough capital to make a start. Points of construction were chosen as Robinson, Newton, Effingham and Sullivan, from which points the enterprise developed in each direction and finally united in the old Indiana & Illinois Southern Railroad, ninety-one miles long, extending from Effingham, Ill., to Switz City, Ind.

Some time in 1875 it was learned that there was actually a trainload of material unloaded at Robinson for the new railroad. Palestine immediately proceeded to cele-

brate, and a mass meeting was called to assemble at night in Den Donnell's pasture above town, where speeches were made and a bonfire lighted and a general jubilee indulged in. (Incidentally Jim Gullett got his new wheel chair the same day and said the town was helping him celebrate instead of boosting the railroad.)

In a short time active construction began from Robinson toward Palestine, assisted by Percy Brimberry and his mules. (When has anyone ever thought of those mules before? But any old timer who does not remember them has a short memory, indeed.) My first contact with the new enterprise was at the "sand cut" just east of Gordons, near the old red barn of J. M. L. Hill, where I viewed with admiration the activities under the direction of Mr. Cooney and his gang of "Paddies." He was later superseded by Abe Cantwell, who brought the track into Palestine and on to the Wabash River, where it was later joined by the eastern end of the road.

The advent of the "Paddies" in Palestine was of short duration, as they moved on to new fields of activity, but one of their number, more intelligent than the general run, remained and later became our permanent (almost) officeholder. I refer to John Broderick, who was elected as assessor for a number of times until it seemed to some that he had a life tenure of the position, but was finally defeated the year I attained my majority, in 1885. He evidently could not stand defeat, as he shortly left for parts unknown.

Arrival of Road's First Engine

The various sections were finally connected, with the exception of the bridge at the river, at which point freight and passengers were transferred by ferry boat. A short time after the track was laid to the river, one afternoon the residents of Palestine were startled by an unearthly racket emanating from some point west of the town, which brought the assembled citizenry to the west side of the town wondering what on earth was about to happen and whether they should make their peace with their Maker or make a run for

their cyclone cellars. Eventually it was learned that a locomotive was coming to town on the new railroad. After a wait of thirty or forty minutes smoke was seen over the tree tops about my grandmother's farm (now the Hotchkiss place), and in due course of time the contraption put in its appearance and was escorted in state by the multitude to its destination in Palestine, where it was immediately christened the "Rackaramus," which name it bore until its final exit. For a time it was the sole representative of the new railroad's motive power.

When the gap between Robinson and Newton was closed a real engine (the "Odell"—named for Judge Odell of Oblong) was brought in and put in active service. Later there was another "Iron hoss," a little better than the "Rackaramus," added to the rolling stock, and active service began. A time table was published, and service started between Effingham and Palestine consisting of a "turn around" passenger train and a tri-weekly freight service (get in one day and try to get back the next), bringing Palestine in direct connection with the outside world.

The first general office was at Robinson. Charles Steele and (I think) Speed Price were two of the officers. In a short time Sullivan capitalists predominated, and the offices were moved to Sullivan under the presidency of Perry Blue, at which place they remained until the road passed under the control of the Illinois Central.

The Change to Standard Gauge

In due time there was a wooden bridge placed across the Wabash and through service put on between Effingham and Switz City, the engine "Wolfe" being added to the motive power. The bridge, however, was short lived, as it was destroyed by high water and an ice gorge, which completely demolished it and almost wrecked the road financially. The bridge was replaced by a new iron structure, the road was once more "placed upon its pins," and all went smoothly for a time.

Originally built as a narrow gauge it was handicapped from the fact that all freight had to be transferred at all points of interchange. In 1887 (I think it was) the rails were spread to conform to the standard gauge, and we had a regular railroad, which answered the purpose for a while until the tires began to rot and the old narrow gauge

rails became too weak to bear the loads of standard equipment. The road became unsafe for man and material and was about ready for the junk pile when the Illinois Central took charge and made it the valuable property it is today.

Palestine, being about midway between the terminals and near the break at the Wabash River, was favorably situated as an important point in the development and operation of the railroad and has succeeded by good luck and good support from its enterprising citizens in reaping much benefit from the road. The shops, while never very elaborate, have always been located at Palestine, have proved of great benefit to our community and have been a large factor in the upbuilding of the community.

Troubles of a Master Mechanic

The first master mechanic, I think, was a Mr. Whittlesy, who kept them going until in a heated discussion with E. Pratt Buell he intimated that Mr. B. was a liar, to which E. Pratt replied: "Better men than you have sworn to that." Which terminated the interview, as well as the services of Mr. W.

He was superseded by a Mr. Pickering, who kept the wheels turning, with the help of Dan Mills, blacksmith, and John Markee, Tom Batey and John Johnson as "the force." Mr. P. was a stickler for correct form, as instanced one day when John Johnson had occasion to remark that something was a "right smart" out of line, whereat Mr. P. said: "John, how much is a 'right smart'?"

To which John replied: "Well, Mr. Pickering, right smart is a d— sight"—which closed the interview.

Mr. Pickering was superseded by M. E. Hotchkiss, who had his full quota of trials and tribulations, as during his incumbency the road was in its death throes. Only by his untiring efforts was the operation of the road made possible. However, he was known as the most efficient wreck expert in the country, and certainly he had experience enough to make him an expert. It was not unusual for his wreck crew to be out on duty for weeks at a time, part of that time being employed in putting its own train on the track.

Some of the Old-Timers Recalled

Of the operating force I can call to mind a few of the old-timers. I think it was Charley Larsen who brought the "Rackaramus" to Palestine on its first trip. Joseph Loughery brought the "Wolfe" on its

first trip across the Wabash bridge. Another old-timer was Charley Cope, who, when his engine "turned turtle" near Gordons, kept on the top as it rolled and landed right side up unhurt when the engine reached the bottom. William Taylor was among the early engineers and located in Palestine when retired. The Norton boys, Scott and Paul, served their apprenticeship on the old I. & I. S. and were in active service until the A. R. U. strike, when they emigrated to Nebraska, taking positions on the C. B. & Q. Ed Mullins was also a Palestine product who entered service with the road and served for a number of years. Other "hog heads" I can recall to mind, but I find that I have forgotten the names. I note a few Palestine boys still among the present force of engineers who are looking forward with regret to their last run, but who will be found game to the end. I also note a few who were with the road during the time that I "pounded the brass" in the troublesome days of the I. & I. S., among them Tom Connor, one of the Hale boys, Frank Courter, John Sumner, Fred Mascher, Charley Wilson and Harry Hulse.

The first conductor was Ed Buell (son of E. Pratt), who ran passenger for a number of years, followed by some whom I am un-

able to remember until the advent of "everybody's friend," Charley Ackerman, who retained the run until retired. While under the Illinois Central I think the first freight conductor was Charles Stiles of Robinson. When through service was begun I call to mind Tom Keith, but cannot recall the name of his partner. They were followed by "Duff" Selby and Emmett Gray, Jim Borders and Ed Brown, Danny Nichols substituting.

The brakemen and firemen came so often and left so soon it is impossible to recall most of them. Among the first I recall were Ed Cunningham, "Lengthy" Martin, Al Leatherman, Paul Joyce, John Ivy, Edgar Vane (now one of the higher officers of the division), Pearce Mills, the Bratton boys, Ed and George, Mose Mullins, Noel Carver and various and sundry "shacks" and "tallow pots" who have made good in their lines and are enjoying their reward in higher and better positions. From the days of the old link-and-pin to the present automatic coupler and air brake was a long road to travel, and to those who have been through the mill the present day brakie appears to be drawing a pension.

Numerous Wrecks Cost Money

Considering the financial condition of the road and the hard working conditions, there were but few labor troubles. I remember but one strike of any consequence, and in that one no act of violence was attempted, except when a big Swede, mistaking Charles Wilson as a spy from the manager's camp, gave him a slight manhandling, but no serious damage resulted, and all was settled satisfactorily to all concerned.

The numerous wrecks were a source of much expense to the company and a constant source of annoyance to the patrons, but I do not recall a death caused from a train wreck. While the road was under construction, as I recall, there was two fatalities: George Norton, who fell from a trestle, and Lou Bouschard, who fell from the Wabash bridge while it was under construction. Other fatal accidents were that of John Beam, who was run over by an engine while at work in the yards, and Roy Thompson, who was killed in active service.

Before the advent of the telegraph Guy Wilson was put in charge of the office at Palestine and attended to the station duties, assisted by his son, Henry, who studied telegraphy in order to take the position when the wire was brought in and the in-

Good Humor Is Contagious

We cannot, of course, all be pleasant,
And it's hard for us all to be good.
We are sure now and then to be
lonely,
And we don't always do as we
should.

To be patient it's not always easy;
To be cheerful it's much harder
still;
But at least we can always be
pleasant
If we make up our minds that we
will.

It pays every time to be kindly,
Even if you feel worried and blue.
If you smile at the world and look
cheerful,
The world soon will smile back at
you.

So try to brace up and look pleasant,
No matter how long you've been
down;

Good humor is always contagious,
But you banish your friends when
you frown.

—F. S. OLIVERI,
*Engine Foreman, New Orleans
Terminal.*

struments installed. However, he was not ready at that time, and "Linen Duster" Daugherty was the first one to "pound the brass" in Palestine, later followed by Joe Davis, Ol Condrey and George Merrick, up to the arrival of our old friend, Sam Kelly of Casey, who held the job for a year or two. "Jolly Joe" Willard was the next victim and kept things going for a while.

During the incumbency of Kelly and Willard my brother, Fred, was preparing himself for the position, which he took when Willard was transferred. Fred held the position for a short time and was superseded by Frank Lindsey. When Frank quit Fred was again put in charge and remained until transferred to the dispatcher's office at Sullivan.

Breaking in as a Telegrapher

In the meantime I had attended the telegraph school at Terre Haute, and in 1891 had the nerve to tackle a position, being sent to DeMotte, Ind., on the I. I. & I. among the hay diggers. I lasted just one week and beat it for old Palestine to finish my course. After a little more preparation I went to Waveland Ind., and landed in a position for a road that was in a worse condition than the I. & I. S. I remained there two weeks, trying to collect enough freight money to pay my fare from Brazil to Palestine, but had to give it up and send home for the funds.

In December, 1891, Fred was transferred to Sullivan, and I was given the station agency at Palestine, with Ira Merrick to do the telegraphing until I got so I could take a train order, when I was put in full charge at the munificent salary of \$37.50 a month. I held the position for five years, during which time I never saw the pay wagon, and when checked out was carrying three years' salary on my "on hand" report.

The trials and tribulations of the road were many during my service at Palestine, due to the decaying condition of the road-bed and rolling stock. In 1896, when I left the service, it was said that there was not a whole rail between Effingham and Sullivan, the road being in fact "two streaks of rust and a right-of-way." I have seen a coal pick do service as railway iron, and gaps of three to five inches in the rails were of common occurrence.

In Newspaper Work and Railroadng

In 1896 I got the wanderlust and left the road to make my fortune in the newspaper field, choosing for my field of operation

Princeton, Ky., at which point I established a Republican newspaper, but found, as my cousin in Vervailles, Ky., put it, "the whites all Democrats and the Republicans all negroes." We managed to reach Evansville minus our original capital and, with the kind assistance of friends, landed again in Palestine, satisfied to try the railway game. I went back to Evansville and took a position with the old "Air Line," which I held for about a year. Being afraid something might happen in Palestine and I would not see it, I moved again and assisted brother Harry to enlighten the people of Palestine in the newspaper way. Two years of this, and the railway bug got me again, this time taking me to Brazil, where I gave my valuable services to the Indiana Midland and the C. & E. I., later transferring to a position as bookkeeper in a brick yard at that place.

Nineteen hundred and one found me again in Palestine. The easy positions on the railroad at Palestine being all filled, I had to look for pastures new, and, together with Ed and George Bratton, landed in Fort Dodge, Iowa, where I took service with the Illinois Central, transferring to Chicago in December, 1901. Three years in the local office and eighteen in the general offices of the Illinois Central complete my railway record to the present time, but I hope to be spared for many future years in which to round out the first hundred years, which I am told are always the hardest.



Maintenance of Way Department **Material Means Money** **Save It**

Dry Cells

**Dry cells are cheap to the saving,
dear to the wasteful.**

—Poor Richard III.

It will no doubt interest those of our employees who have occasion to use dry-cell batteries to know that during the last four years the Illinois Central System purchased 262,910 dry cells at a cost of \$71,156.45. This represents an expense of \$58.13 for each working day.

The annual cost of these dry cells, capitalized at 6 per cent, equals the interest on an investment of \$296,487.

Much of this expense is due to lack of care in handling and using the cells. Few users of dry cells realize that they require considerable care and that large numbers are ruined or badly damaged through improper handling and storage even before they are placed in use.

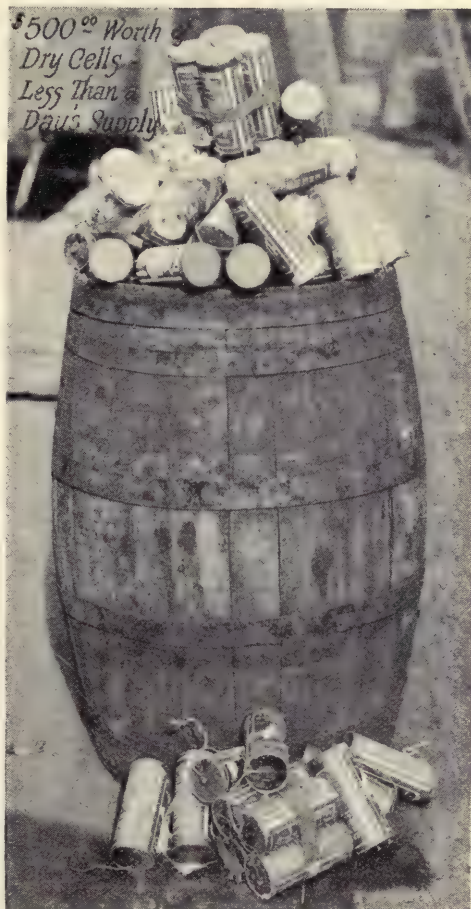
Dry cells should never be stored with the terminal end down, nor should the cells be laid on the side; they should always be stored with the bottom down. In receiving dry cells for storage, those in charge should mark the date of receipt on each cell, issuing them in the order of receipt, the oldest ones first.

Dry cells should be stored in a dry, cool place and never near radiators or steam pipes, as excessive heat will wear the cells out more quickly than continuous use in actual service. On the other hand, they should never be allowed to freeze.

Old, weak cells should never be used in the same battery with fresh cells, as the strength and life of the battery will be only that of the weakest cell.

In using an ammeter or battery tester, touch the terminals firmly, but remove the contact as quickly as the reading is obtained. Prolonged contact will short-circuit the cell and run down its strength quickly.

Many motor car operators have the erro-



neous idea that seven or eight dry cells are necessary to provide an efficient spark. Four or five cells are sufficient for any motor car battery and will provide just as good a spark as eight cells, with about three times the life of the 8-cell battery. The 5-cell battery has an added advantage in the fact that it will not burn out the coils and contact point so quickly as one with a greater number of cells, thus actually furnishing more reliable ignition.

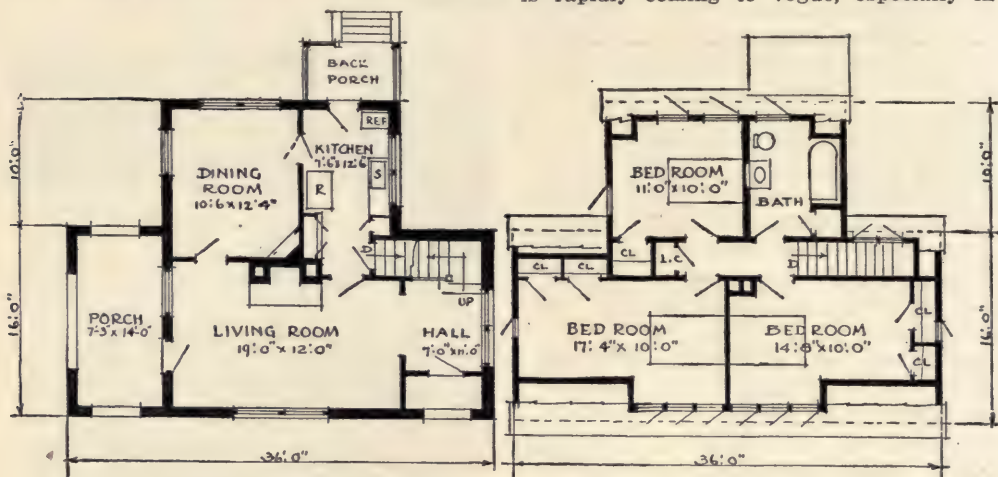
HOUSE PLANS FOR OUR READERS

Concrete

This gabled house, with such a continental charm, is called the Lyndhurst and was designed by George H. Schwan, architect, of Pittsburgh, Pa. It is listed as No. 6203 in the booklet of concrete houses issued by

the Portland Cement Association, 111 West Washington Street, Chicago, Ill.

The steeply pitched roof and gables of this charming house are reminiscent of northern France and illustrate a style that is rapidly coming to vogue, especially in



FIRST FLOOR PLAN

SECOND FLOOR PLAN



California. Its use, however, is not confined to these parts, as the original design from which this drawing is taken was first built in Ohio and has proved popular elsewhere, as well. The house is thirty-six feet wide, requiring a lot forty-five feet wide.

A fine living room, with a fireplace, occupies the center of the frontage, with a

recessed entrance porch and hall on one side and a large open porch with arched entrance on the other. Behind this are a dining room and kitchen, and above are three bedrooms and a bath. The house is designed for a south aspect and would look particularly well on a corner lot fronting south and west.

Tennessee Operator Boosts Fox Hunting

Thomas G. Marlin, second trick operator at Rives, Tenn., is an ardent lover of fox-hunting. He finds supreme pleasure in all outdoor sports, he says, especially those that require animals as participants. He finds the lives and habits of all domestic animals of great interest, and he classes them among his best and most dependable friends. Breeding good fox hounds is a hobby of his.



T. G. Marlin

An annual fox hunt is held at Reelfoot Lake, which is near our line at Rives. This year's hunt was started September 4 and lasted six days. It was the twelfth hunt at that place, and Mr. Marlin was one of the most enthusiastic supporters.

Fox hunters from all parts of the United States attended the meet with their dogs. There were about 100 men and 125 dogs. Hundreds of spectators gathered to watch the hunt, and tents were pitched close to

the shores of Reelfoot Lake. One of them, about 200 feet long, served as a dining place.

The dogs were loosed several times each day on the trail of lively foxes, and the hunters followed on their horses. When the men returned to camp for their meals there was never much left on the long table that had been burdened with chicken, barbecued mutton, pork and other choice foods.



One of Mr. Marlin's dogs



All set for the fox hunt

CLAIMS DEPARTMENT

Employee Loses Damage Suit

W. T. Selvage, 64 years old, employed as a car carpenter at New Orleans, in March, 1921, was one day told to replace a glass which had been broken in a coach window. He went to the coach and found part of the glass still in the frame. While trying to take it out he permitted the window to fall, which caused the glass to come out and cut his wrist badly. Ordinarily the cut would have caused a disability of only two or three weeks, but because of some other trouble the disability was considerably prolonged.

It was evident that no one could be at fault for the accident unless it was the injured man. However, he became the victim of bad advice, and, although several efforts were made to settle with him by allowing part of his lost time and letting him go back to work, he wanted to be allowed all the time lost and heavy damages besides. He finally filed suit in New Orleans for \$21,000.

The case, tried in June, 1922, resulted in a peremptory instruction for the railway company. The result was, of course, a great disappointment to Mr. Selvage. He had a belief which amounted to an obsession that he was going to recover a very large sum. He prepared several elaborate drawings of the car window, showing the broken glass, and drawings highly colored showing his arm and hand, the glass falling on the arm, the cut and the blood flowing from the wound.

There are few things more hopeless than to try to disillusion a person who thinks he has a sure thing in a damage suit. This poor man has not only lost the substantial sum which was offered him in settlement, but has lost many months by waiting and preparing for his trial. The lost time he has suffered since he could have returned to work greatly exceeds that due to the injury.—E. W. S.

In the suit referred to above the attorneys for the railroad desired a model of the coach window, so as to be able to demon-

One Hundred Four



J. N. Chapman

strate to the jury how the accident occurred. J. N. Chapman, district mechanical foreman at New Orleans, made an exact and complete model of the window, which greatly pleased the attorneys and no doubt contributed to the satisfactory result of the trial.

Mr. Chapman was graduated from high school in 1903 and entered the shops at Water Valley, Miss., as storeroom attendant under W. H. Watkins, master mechanic. After four months he was promoted to be timekeeper for the general car foreman. He entered the shops as a machinist apprentice August 18, 1904, and served an apprenticeship four years. In July, 1909, he was appointed night roundhouse man, and after eighteen months he was promoted to day machine shop foreman.

In July, 1911, he resigned to accept a division foremanship on the Missouri Pacific, but returned to the Illinois Central as assistant general foreman in 1912. He was made general foreman, succeeding C. C. Christy at Water Valley, Miss., February 6, 1916; was assigned to valuation work in the mechanical department at Chicago July 9, 1918; was made general foreman at McComb shops in October, 1918, and was later sent to New Orleans as district foreman, a position he is still filling to the credit of himself and the Illinois Central.

Mr. Chapman has been a diligent "safety first" worker and an eager participant in efforts made at New Orleans to reduce personal injuries. In fact, he is a diligent worker in any line which is to the interest of his company and associates in the service.

Commission Decides for Company

Louis McCall, formerly employed as a car

Illinois Central Magazine

repairer in our shops at Mattoon, Ill., recently brought an action against the company before the Industrial Commission to recover compensation, claiming that he injured himself while handling a car wheel on December 31, 1921. He called on various doctors, who told him that his condition was not due to an injury. Nevertheless, the company offered him what it considered a reasonable settlement, which he refused to accept, but demanded a large amount of money. With the assistance of an attorney and a couple of witnesses, McCall presented his side of the case before the Industrial Commission, which, after hearing the evidence on both sides, recently decided in favor of the railway company on the ground that McCall's condition was not due to the injury alleged.

Says It Partly in Rhyme

"Uncle Ike" Morrison, an old soldier of Effingham, Ill., who served as a witness in a damage suit involving the Illinois Central, recently addressed the following self-explanatory, half-prose, half-verse letter to Claim Agent C. D. Cary of Kankakee, Ill.:

"As I was sitting out under my grapevine this morning enjoying the rich aroma of the fruit, I was counting over my many blessings, and at first I thought the beauties were the best, but on more sober reflection I counted my friendships to be the dearest under the earth, and then who is it that you can count as your friend?

"In looking back over the long list of my acquaintances during my long life, there came to my mind an Irishman with whom I have been associated on various occasions. Indeed, he is a man whom I have great confidence in and think a lot of; and then I wondered why he had forgotten a poor, old, gray-headed and gray-whiskered soldier who toiled laboriously to and from the courthouse in the city of Effingham in order that he might make known to the world, and especially to the jury, the facts as he knew them pertaining to an alleged crossing. I recall a visit made to me by that friend and how I said unto myself: 'Hooray! I will execute this job with joy, for Charlie's the ready money boy.' And laying all other things aside I straightway to the courthouse hied, and very boldly approached the throne of justice, only to be informed by a cold-blooded bailiff that I should outside remain and there I waited, sweated, fretted and fussed, until at last the task complete,

I journeyed back home again, there to rest; and all the bill you had to pay was just a few dollars, a sum so small I would not have mentioned it at all, if it were not that I, as well as you, must meet H. C. L., and you realize, no doubt, that (even with the booze cut out) when we are forced to pay out more for living than we did of yore—when beans and cheese and rent and ice have hit the ceiling as to price, when eggs a dozen cost a dollar and 50 cents won't buy a collar, and even taxes have increased—a few paltry dollars help a bit, at last.

"Now, Charlie, I am old and getting gray, my body soon will be laid away in some damp grave, both cold and deep, and take

PREVENTS CLAIMS



L. E. Whatley, supervisor at Greenwood, Miss., shown here, has been in the service of this company twenty years. He started as a track laborer, but soon became foreman and later supervisor, in which capacity he has been engaged several years. While his track duties are hard, he still finds time to talk to planters about keeping stock off the right-of-way and to the men about preventing personal injuries. He is never too busy to lend his aid and services to the claim department, and he has been successful in preventing claims. His assistance to the claim agent has been the means of saving considerable money for the company. Photograph by H. W. Hagan, claim agent at Greenwood.

its everlasting sleep, but I expect my soul to fly to golden mansions in the sky (for I do not propose to dwell in purgatory or in hell); and when I am there I will watch and wait beside the Guardian of the Gate, until at last there looms in view a form I recognize as you; and then when Peter turns his eye on me and says: 'Who is this guy?' I'll say: 'Your reverence, he's all right; I knew him well, he knew no spite; he eased his fellow mortal's ills, and (best of all) he paid his bills.' And then the saint with smiling face will say: 'He's reached the proper place; you have given him a title clear, and he may freely enter here; now you may take him by the hand and lead him through the promised land.' I'll take you where they keep the things that angels wear and fit you with a pair of wings, a

golden hat, a robe and crown, and then we both will sit us down upon a pink and purple cloud and sing a chorus long and loud (but at this point I pause to say that ere that song gets under way I'll have to get a heavenly throat for now I cannot sing a note).

"And, Charlie, don't take this for a dun—it surely is not meant for one. 'Tis only penned lest you forget and thereby cause undue regret. For on the final reckoning day, your sponsor may be forced to say: 'The credit ledger shows this guy is just a few dollars shy.'

"Charlie—laying all jokes aside, I do want to say that I would like to go to Des Moines, Iowa, to the G. A. R. encampment, which will begin September 4, and could use the dough."

Pays Tribute to Memory of Tom Kennedy

On page 109 of the April issue of the *Illinois Central Magazine* appeared a story regarding the life and death of Tom Kennedy, negro chainman on the Kentucky division, who was well liked while in service and who was honored by having a monument erected in his memory by the employes of the division. A high officer of another railroad, whom Tom served on the Kentucky division, has prepared the following memorial on Tom's qualifications for acknowledged service in the engineering profession:

"Service—

"Of his, it can be written,
As a plan: without dimensions
Nor from the transit's record
Or by the protractor's radial edge;
But inscribed with the steady lines
Of faithfulness and obedience.
The call of duty only marked his day's
beginning;
Fatigue, the end.
Daylight differed only from darkness in
Its greater adaptability to the work of
his profession.

"His service was a Monument.

"Reliability—

"Of his, it can be written:
That it was a virtue, unaffected
By diversions tempting away from
Constant sense of responsibility,
Developed to that degree which
Relieved employer from all concern
Of response when duty called.

"His reliability was a Bench Mark.

"Loyalty—

"Of his, it can be written:

It was a sacred thing,
Born in the closing slavery days and rich
In affectionate dependence and obligation;
Not diluted by modern doctrines of
Discontent and envy.

"His loyalty was a Foresight.

"These things were elements as fixed and
exact

As the mathematical tenets of the profes-
sion he served.

Upon them he designed and builded his
life structure,

And he earned his degrees—

Not in cap and gown,

Nor with sealed diploma,

But by the sincere and spoken endorsement
Of those with whom he associated.

Consistent in all these things he followed
The teachings of the Great Engineer, and
His Handbook of Life."

NECESSITY OF SAYING

I have often been asked to define the true secret of success. It is thrift in all its phases, and principally thrift so applied to saving. Saving is the first great principle of all success. It creates independence, it gives a young man standing, it fills him with vigor, it stimulates him with the proper energy; in fact, it brings to him the better part of any success—happiness and contentment.—
SIR THOMAS LIPTON.

HOUSE PLANS FOR OUR READERS

Southern Pine

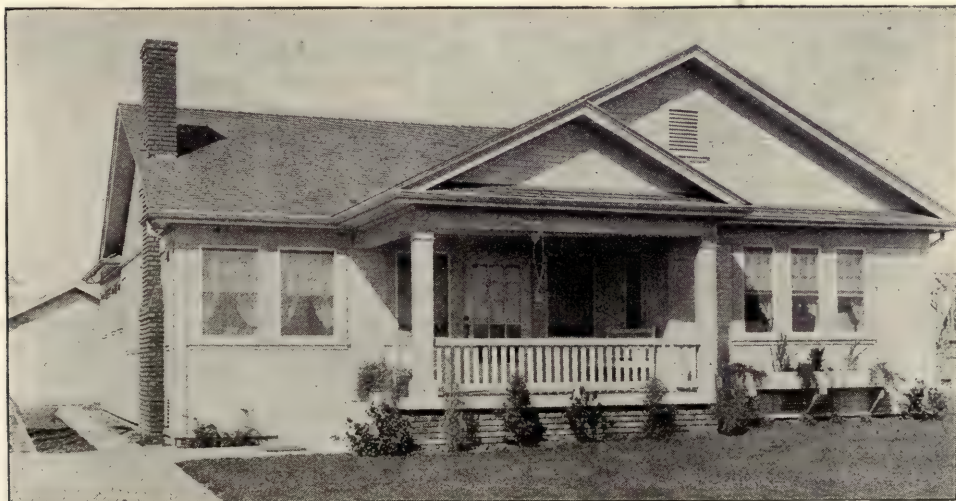
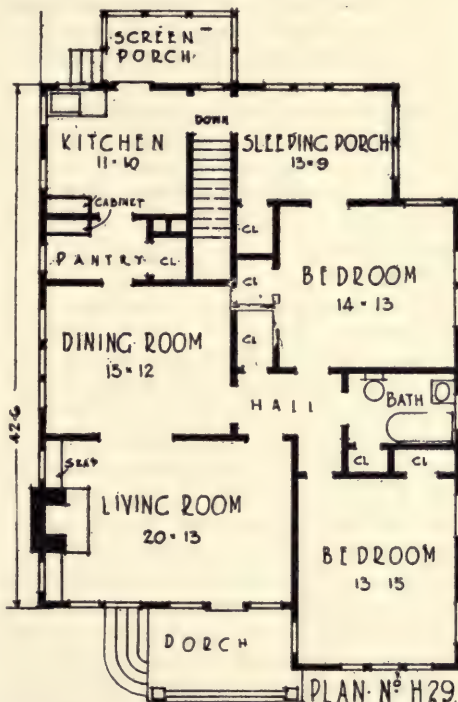
An unusually large number of requests developed from the notice printed in the September issue of this magazine regarding the booklet of house plans to be obtained free of charge upon application to the magazine. In fact the demand made it necessary for us to replenish the supply furnished by the Southern Pine Association, New Orleans, and many of the booklets were somewhat delayed in mailing out to the employees desiring them. If anyone who wrote has not received a booklet by the time this magazine appears, another note to the magazine office will bring a copy by return mail.

From the trend of the requests it appears that many employees are owners of lots and are making a careful search of plans to be sure that the home-to-be will be all that it should be. One of the older employees, in requesting a booklet, explained that he and his wife had been looking forward to building for many years and that they were going to have a place according to their own ideas before it came time for retirement.

If the magazine can encourage employees to become owners or builders of homes and can help them in the selection of plans, then the trouble of offering these plans from month to month will be considered well worth while.

The booklet contains fifty pictures and plans such as those shown herewith. It is

furnished by the magazine through the courtesy of the Southern Pine Association. The American Wholesale Lumber Association has also arranged to co-operate through the local lumber dealers and is prepared to give advice regarding the formation of building and loan associations and other means of financing home building.



Hospital Department

How Some Baths Are Better Than Others

WATER should be frequently used for bathing purposes for just one object—to keep clean. Cleanliness, whether of the person or of inanimate objects, is the foundation of all health. The skin throws out upon its surface the secretions of the oil and sweat glands, and there these secretions dry, accumulating while in a moist state dust and dirt and when dried holding this undesirable covering in the form of what is commonly spoken of as dirt. This dirt is objectionable not only for its looks, but also for its odor, which is highly objectionable to all with whom its owner comes in contact.

Dirt also stops the mouths of countless sweat and oil glands. This plugging process, if unrelieved, produces in time a favorable condition for the catching of disease, because the waste products of the body are not carried off and, accumulating, produce a lessened resistance to the entrance of disease. It is the duty of every person to bathe frequently enough to keep clean. A clean person, clean clothing, a clean house, a clean coach or railway station are so many forms of that habit of cleanliness which is one of the fundamental elements of self-respect and proper living.

This habit of cleanliness is also one of our defenses against sickness, and one of the strongest bulwarks which it is possible for us to erect.

A Few Words on When to Bathe

Now as to when to bathe, for bathing indulged in at improper and incorrect times is productive of possible illness. The early morning, immediately upon arising, is one of the best times to bathe, and let it be said the bath should be taken in a fairly warm room, and not standing in a tub filled with cold, still water. Stand in the empty bath-tub and let the water run; use a sponge, the hands or a wash cloth; immediately follow the bath with a vigorous rub with a rough towel. This brings a healthy glow to the skin surface and is followed by a feeling of health.

One naturally asks, "Shall I take a cold

or a warm bath?" The reply is that this matter is one which you will have to decide for yourself, for the reason that bathing affects persons differently, and you will have to ascertain whether you feel better after a cold or after a hot bath. The effect—cleanliness—is the same, but due to the effects upon the nervous system you will feel better or worse after taking your bath in either hot or cold water. In general, it may be said that a hot bath is not advisable when used alone, but should always be followed by the application of cold water and the use of a rough towel.

Some persons cannot stand a cold bath, but it is usually more tonic in its effects upon the nervous system and much more commendable in every way; so take your bath cold when you have found by experience that you can stand it. The relation of the bathing time to eating is important, inasmuch as bathing draws blood needed for the process of digestion to the surface and away from the centers around the stomach where it is most needed. Therefore, it is best not to bathe until three or four hours after eating.

How Best to Take a Hot Bath

Just a word in regard to the hot baths, which some feel it is necessary to take in order to be clean. In the first place, always follow a hot bath by the application of cold water, because the hot bath is relaxing to the skin, muscular and nervous systems, and the application of cold water is required to overcome this relaxed condition and to produce the proper healthy tonic effect of a bath. Second, it is better to temper the hot water to cool and to supplement the lessened temperature by vigorous rubbing to loosen such dirt as adheres to the skin, using soap to aid in this process. Third, the bather will get all the benefit of the bath if he or she uses cold water and a rough cloth or bath towel to apply the soap, thus drawing the blood to the skin surface and producing the tonic effect which should always follow a bath. The use of the flesh brush is desirable in order to reach parts

difficult to reach in other ways; it gives the skin a vigorous frictional cleansing and stimulating effect equal to that attained by the use of a rough towel.

The following rules are applicable to all baths:

Do Not Prolong Cold Baths

First—Cold baths should not be prolonged. To stay in a cold bath longer than

A Nocturne of the Rails

The world is still, and all the town is sleeping.

The morning comes. Some waken with the light,
And some in pain awake to sunlight peeping—

The engine whistle called it in the night.

And some there are whose sorrows distance sleep,

Those whose tomorrows never will be bright,

With wretched souls and eyes that will not weep,

Who long to hear the whistle in the night.

Those little towns the railway tracks divide

Are quite aggrieved and keenly feel the slight

If rushing trains with mighty roaring stride

Should fail to whistle to them in the night.

"I bring a bride unto her waiting mate;

I carry mail, ten tons, yet do not write.

Oh! how I fly to reach the city's gate"—

The engine whistle echoes in the night.

"And in my wings I bring a lusty youth

Unto his home to greet his new-born sprite;

For I am Joy and Hope and Love and Truth,"

The engine whistles through the lonely night.

Ah, me! we hear the engine's clear nocturne,

Borne o'er each field and creek and depth and height;

Telling us of a truth we would not learn—

That all the world is not asleep at night.

—HERBERT W. CANN, *Vice-President,*
Hurst Commercial Club, Hurst, Ill.

a minute is undesirable, and the practice of filling a tub with cold water and then standing therein for the length of time required to bathe the entire body is not good, for the reason that the entire system is depressed and the temperature of the blood pulled down to its lowest point. It also produces a tendency toward congestion of the internal organs. This in some cases is dangerous, and a proper reaction cannot be produced by the most vigorous rubbing. Stand in the empty tub and bathe in running water, thus avoiding any possible danger. The shower bath with small holes for the delivery of water (the needle shower) is an excellent and safe method of using the cold water bath.

Second—A cold bath should be taken when the skin is warm; a favorable and proper time is the early morning just after arising. This time—or immediately after exercise or after a hot bath—is the most auspicious period for the cold bath and the time least likely to produce bad after-effects.

Third—Always follow a cold bath by a good rub-down with a rough towel and do not take any bath in a cold room.

Fourth—Judge of the effects of a bath on health by the reaction which follows. If the skin is pale and cold after the rub-down, cold baths should not be indulged in.

Fifth—Do not take any kind of bath within three hours after a meal.

It is to be remembered that the effects of bathing are different for each individual. What is good for one person may be harmful to another; so make judgment for yourself in accordance with observed effects.

STARTED WITH ILLINOIS CENTRAL

James Truman Clark, 70 years old, president of the Chicago, St. Paul, Minneapolis & Omaha Railroad, died suddenly at his home in St. Paul September 9. Mr. Clark's death ended an active railway career of more than fifty years. Mr. Clark was born in Auburn, N. Y., November 20, 1852, and received his early education in the public schools there. His first railway job was as a messenger for the Illinois Central, whose service he entered in 1870. Three years later he became connected with the Chicago & North Western as a clerk. His rise was rapid. At various times he was general freight agent, general traffic manager and second vice-president. On May 23, 1916, he was made president of the C., St. P., M. & O., which position he held at the time of his death.

What Patrons Say of Our Service

Service to a Sick Traveler

On the letterhead of Tonk Brothers Company, 323 South Wabash Avenue, Chicago, Sarah H. Tonk recently wrote to President C. H. Markham as follows:

"It is with sincere pleasure and gratitude that I write to you in commendation of the service which was given me by your road in the early spring. Sickness has prevented my acknowledging this before.

"From the time that your city agent first called on me at the Edgewater Beach Hotel (where I was then confined to my room with a bad case of 'flu') to my arrival back home, I received almost unbelievably courteous and efficient service. Everything was done that could make traveling a pleasure to a sick woman. The special employes assigned to my cars were in every case painstaking and considerate. Especially I wish to mention Mr. Baird, the agent at Jacksonville, Fla., who could not have treated a relative with greater kindness. He not only made it his personal business to see that I continued my trip to Miami without any discomfort, but he even called on me at Miami to arrange the return trip. Everyone connected with the Illinois Central seemed to be personally interested to see that I was treated right.

"This is a service which I have never before experienced, although I have traveled extensively, and it was a revelation to me of what a road can really do.

"Renewed thanks to you and to Mr. Umshler, who was the original 'booster.'"

The Equal of Express Service

J. Roscoe Dennis of the Dennis-Shields Ice Cream Company, Greenville, Miss., recently wrote as follows to T. L. Dubbs, our superintendent at Greenville:

"We wish to congratulate you and your employes for the efficient and prompt manner in which freight is handled after it reaches Greenville. We also would include congratulations for the splendid freight service over your lines. It seems to us that this service is very nearly perfect or about equal to express service. For instance, our firm obtains the ammonia used in the ice and ice cream plants from Memphis, and deliveries are made in less than twenty-four hours after the order is shipped from Mem-

phis, 151 miles from Greenville. Express service would shorten this time very little.

"At this time, when the whole country is rent with disorder, the various strikes are seeking to paralyze transportation and the whole industrial world is in a frenzied turmoil caused by the differences between capital and labor, we think it remarkable and commendable that you and the employes of your company are able to render such valuable and timely service to the public."

Binds Friendship to Our Road

R. S. McKnight, cashier of the People's Bank, Gunnison, Miss., recently wrote as follows to Superintendent T. L. Dubbs at Greenville, Miss.:

"I wish to acknowledge receipt of your letter of the 21st advising that arrangements had been completed for installing electric lights in the station and around the station here and placing posts to keep your passenger way from being cut up by wagons. In behalf of the citizens of Gunnison and surrounding territory, let me thank you and assure you that this is but another link in binding the friendship of our people to your road, and still adds to our special, kindest feelings for you personally."

Service Pleased Road-Builders

President C. H. Markham recently received the following letter from C. S. Young of the Tennialaga Construction Company, P. O. Box 1356, Memphis, Tenn.:

"For the past two and one-half years we have been engaged in the construction of a highway from Memphis to Millington, Tenn., paralleling the Illinois Central Railroad, and during that period we have received several thousand tons of freight at various points on the road, Memphis, Felts, Woodstock, Lucy and Millington.

"In our years of experience and dealings with railroads over the South and East, we have never seen such an effort on the part of railway employes to co-operate with and accommodate a client as has been shown to us by the employes of your road with whom we have come in contact. This applies particularly to your agents, Mr. Moews, Memphis; Mr. De Myers, Woodstock; Mr. Chandler, Lucy, and Mr. Cook, Millington;

to Mr. Harrington, roadmaster at Memphis; to 'Uncle Bob' Deaton, conductor, and F. L. ('Dad') Knapp, conductor, and their respective crews on the switch engines at the Memphis end of the work; and to Mr. Abernathy, conductor, and 'Uncle Ben' Mays, conductor, and their respective crews on the 'local' operating north of Memphis to Millington.

"All of these men were, at all times, ready, willing and apparently anxious to do anything to help us with our work, would 'spot' our cars wherever we wanted them, and there was never an appearance of the disagreeableness that is so frequently found when a crew is asked to do something for you.

"It has been a pleasure to do business with the Illinois Central Railroad, and these men and their associates are responsible for it."

Chicago Red Cap's Honesty Praised

The following letter, which is self-explanatory, was recently addressed to J. I. Nolan, terminal passenger and ticket agent at Chicago, by Frank A. Horne, president of the Merchants Refrigerating Company, 161-163 Chambers Street, New York City:

"Your favor of the 24th inst., addressed to me at my residence, 45 Porterfield Place, Freeport, N. Y., was duly received, and also the package containing the wrist watch which was lost in your station on August 16.

"I desire to thank you for your kindness in holding and sending this watch to me, which had a personal value above its intrinsic worth. I especially appreciate the attention and honesty of your red cap porter, Berl McCree, in turning in the watch to your office. As a mark of my appreciation I enclose my check payable to Mr. McCree, which I will thank you to turn over to him."

Appreciation From Louisiana

The following letter to C. B. Dugan, superintendent of our dining service, is from E. A. Wagner, secretary of the Louisiana League of Homestead and Building and Loan Associations, 201 Title Guarantee Building, New Orleans:

"On July 15 the delegates from Louisiana to the convention of the United States Building and Loan Associations left New Orleans on the Panama Limited on their way to Portland, Me., via Chicago. The dining car of this train was in charge of H. M. West,

and we wish to take this occasion to compliment Mr. West for his splendid service to our party and his kind and courteous treatment, and wish to say that in Mr. West your company has a valued and conscientious employee."

Service Appreciated in Sioux City

The following letter to F. W. Seibert, city passenger and ticket agent at Sioux City, Iowa, from C. A. Jensen, manager of the J. L. Kennedy estate of Sioux City, is in connection with a recent trip made by Mrs. Jensen from Sioux City to Chicago on the Hawkeye Limited:

"I want to take this opportunity to thank you for the courtesies extended Mrs. Jensen in Chicago by the employes of the Illinois Central Railroad Company. I know that you were instrumental in having these courtesies extended to her. I shall endeavor to reciprocate whenever the opportunity presents itself."

Helped Patron Recover Lost Bill

J. W. Smith, agent at Sheldon, Iowa, was recently thanked for going out of his way to render a little service to Miss Alice C. Brown of Hull, Iowa, an Illinois Central patron. As Miss Brown stepped off train No. 715 at Sheldon on August 24, her handbag came open and a \$5 bill fell on the platform. This bill was pocketed by an onlooker, who saw it fall. Miss Brown discovered and reported the loss after she had reached the C., M. & St. P. station at Sheldon. H. H. Beans, a transfer man, who had seen the bill fall, got in touch with Agent Smith, and the two succeeded in having the money returned. Miss Brown wrote as follows to Mr. Smith:

"To you and to all who helped in the return of my money, I wish to say a most hearty 'Thank you.' It was something which none of you needed to help in, and your kindness is, therefore, the more appreciated."

PEACE

Men toil and swear and struggle and chase the seasons 'round the globe. To escape the winter they go to Florida, and to get away from the summer, to the North Cape and Alaska. Money is the thing for which they tempt paresis, money that they may go to Saratoga to have peace, they say. Peace? There is no peace unless you sit down and wait for it to catch up!—HUBBARD.

Traffic Department

Our Lines Serve Coal Fields in 4 States

By R. P. De CAMP,
Assistant Coal Traffic Manager

THE Illinois Central System serves coal fields in Illinois, Indiana, Kentucky and Alabama. The largest fields served by our road are in Illinois, which ranks third in the production of coal in the United States. There are more coal-producing counties in Illinois than in any other state in the Union, 85 of the 102 counties being or having been producers.

The two most important producing counties are in the southern part of the state, where the coal beds attain the greatest thickness. They are Williamson County, of which Herrin and Carterville are representative, and Franklin County, of which Benton, Zeigler, Christopher and West Frankfort are representative. All of these shipping points are served by the Illinois Central.

Our road also serves the principal mines in the Murphysboro, DuQuoin, Centralia, Springfield and Belleville district fields, as well as mines farther north, such as Wenona, LaSalle, Oglesby, Rutland and Minonk. In all there are 141 mines on our road in Illinois, more, by far, than on any other single railroad in the state.

First Coal Mined in Illinois in 1810

The earliest production of coal of any consequence in Illinois was in 1833. The journal of the Franklin Institute for 1836 reports that the first actual mining operations conducted by white men were at the Mount Carbon mines, near Brownsville, in Jackson County, on the banks of the Big Muddy River, a short distance from its junction with the Mississippi. These mines were opened in 1810 and were worked to a limited extent for many years. Another region said to have opened about the same time was near Belleville, in St. Clair County, opposite the present site of St. Louis. This district is still producing coal and is served by the Illinois Central. The outcrops of coal in the bluffs along the river banks first attracted attention, and natur-

ally the first mining operations were started on these exposures.

The coal fields of Illinois are favorably situated with respect to the markets of the Middle West. In addition to that for consumption within the state, coal is shipped from mines in Illinois to seventeen other states, from Ohio on the east to the Dakotas and Nebraska on the west, and from Canada on the north to the Gulf of Mexico on the south.

We Serve Linton Field in Indiana

In Indiana there are eight mines on our road in the so-called Linton coal field, whose billing points are Cass, Caledonia, Dugger and Victoria. We also serve two mines at Evansville. The United States census of 1840 made the first mention of coal produced in Indiana. The industry developed slowly until 1865. About that time the construction of railroads throughout the state gave an impetus to the coal mining industry, which has shown steady progress, except when interrupted by periods of depression. The principal markets for Indiana coal are within the state, points in Illinois, Wisconsin, Michigan and the railroads that use coal as fuel.

In western Kentucky, on our Kentucky division, we serve eighty-six shipping mines. These are on the main line and branches of the Evansville district between Hendersons and Nunns, inclusive, and on the Louisville and Paducah districts between Horton and Dawson Springs, inclusive.

So far as the records of early production of coal in the United States are to be accepted, Kentucky was the third state to enter the list of regular producers.

Kentucky Mining Started in 1827

According to one of the early reports of the Kentucky Geological Survey (published in 1838), the first coal produced in the state was mined in 1827 on the "right side of the Cumberland River" below the mouth of Laurel. This was evidently from either Laurel or Pulaski counties (in eastern Kentucky), but the exact location is not def-

initely shown. By 1860, according to the census of that year, production amounted to several thousand tons. Operations were necessarily somewhat interrupted during the Civil War, but after 1870, when the state had begun to recover from the effects of the Civil War, production recovered rapidly.

There are really two separate coal fields in Kentucky. The field in eastern Kentucky is a part of the Appalachian coal region and is properly considered with the fields of West Virginia, Pennsylvania and Tennessee. The field in western Kentucky, which is served by the Illinois Central, is part of the general interior coal region which includes the fields in Illinois and Indiana. The two fields differ in kind and quality of coal, in mining conditions and in accessibility to markets and distribution of the product.

We Serve Five Alabama Mines

Western Kentucky, although surrounded by other important coal-producing fields, finds a good market for its product within the state and in other states of the Mississippi Valley. It also under normal conditions supplies coal to the points north of the Ohio River in Illinois, Indiana, Iowa, Missouri, Nebraska, South Dakota and Wisconsin.

In Alabama our road serves five mines in the Brilliant district. So far as known, the earliest record of the existence of coal in Alabama was made 1834. The first statement of production in the state is contained in the United States Census report for 1840. The mines in Alabama were probably worked to a considerable extent during the Civil War, but there are no records of the actual production. The development of the present great industry in Alabama really began in 1881 and 1882, when attention was directed to the large iron deposits near Birmingham, and thus the great boom of that city and vicinity was started.

The best grades of Alabama coal are used exclusively for bunkering and export purposes at Pensacola, Mobile, Gulfport and New Orleans. This coal is washed before shipment, which removes any impurities and is a necessary process for coal used for these purposes. Alabama coal is also shipped to points within the state and to points in other states in the Southeast and the Mississippi Valley. By close working arrangements with the Frisco through Aberdeen and having through rates with the Southern via West Point, the Illinois Central also participates in coal traffic from Alabama mines on these lines to southern points on its lines and connections.

Our Monthly Roll of Honor

Below is a list of employes retired at the meeting of the Board of Pensions August 30:

Name	Occupation	Years of Service	Date of Retirement
John F. Waters.....	Switchman, Chicago, Ill.....	23	2/28/22
Patrick J. Clancy.....	Towerman, Chicago, Ill.....	32	6/30/22
George Toney (Col.).....	Laborer, New Orleans, La.....	33	6/30/22
Edmund T. Leith.....	Operator, Dixon, Ill.....	35	7/31/22
John B. Howard (Col.).....	Porter, Mounds, Ill.....	27	7/31/22
Albert H. Miller (Col.).....	Porter (Red Cap), Chicago, Ill.....	28	7/31/22
Herman Gresen	Car Repairer, Kankakee, Ill.....	36	8/31/22
Richard E. Willie.....	Baggage Master, Cairo, Ill.....	30	8/31/22
Henry P. Marmaduke.....	Foreman (B&B), St. Louis Division.....	30	8/31/22
Charles F. Buchanan.....	Carpenter (B&B), Indiana Division.....	41	8/31/22

The following deaths of pensioners were reported:

Name	Occupation	Date of Death	Term as Pensioner
Robert H. Bowles.....	Conductor, Louisiana Division.....	7/27/22	1 year
Robert Stone	Laborer, Chicago Terminal.....	6/28/22	9 months
Vernon A. Pixley.....	Engineman, St. Louis Division.....	8/24/22	7 years

Operating a Railroad

(Continued from page 11)

of the ruling grade, particularly if broken up into short sections, the locomotives can be rated for fairly slow speeds on the ruling grade—say from seven to ten miles an hour—without seriously lengthening the time over the district. On the other hand, where much of the mileage is of the maximum grade the rating must be made for higher speeds on this grade in order that the time over the district will not be excessive.

Of course, the amount of interference by opposing trains and by higher speed trains in the same direction on single-track lines, and by important high speed trains on multiple-track lines, is a limiting factor in determining the average speed over the district and must be weighed carefully in fixing the locomotive rating. It should be realized that the economical rating of a few months ago when traffic was very thin may not be the economical rating today with the more frequent business, nor that of today the proper rating for next fall, when the volume of traffic will be heavy.

Systematic Classification Important

Another feature of great importance in transportation is a definite scheme of systematic switching or classification and through routing of trains. Although offering possibilities of great economies, it has not received anything like the attention during the last decade that has been accorded the development of the train load, due doubtless to the showing of results of a less definite nature and more difficult to reduce to figures and to the failure of transportation men to realize fully the advantages which follow the establishment of such a scheme. Then, too, a great deal of careful and painstaking work is required, and when the plan or scheme has been developed there is need of a firm hand to supervise it and to see that there are no departures from its provisions.

Detail information as to the routing of business over and the delivery and assembling of loads and empties on each road and terminal district, the amount and character of classification already in effect at each yard, the capacity of each yard both for handling cars and for switching, the character of the traffic and the train schedules must be gathered and prepared in tabulations, diagrams or other convenient form for analysis. And since the officer

who is to work out or design the scheme should have a working knowledge of each yard and each engine district, it seems essential that he supervise and personally engage in the assembling of this information. Then, with suitable plans of the yards and terminals and track charts of all engine districts, he is in position to analyze the problem thoroughly and to draw up a tentative scheme of classification to meet both the divisional and the system requirements.

After this it is advisable to call together in conference the yardmasters and the superintendents and other transportation officers in suitable groups to consider the tentative scheme and make such revisions as may be found advisable. The completed scheme should then be published in suitable form for distribution to the officers and employees whose duty it is to carry out its provisions.

The Principle of Classification

The cardinal principle of systematic classification and through routing of trains is that the first classification yard that switches a car, after the bill is made and it starts on its journey, places it in the classification that will take it through to the point of delivery or to the last yard short of its destination without another switch. Station order switching of cars for the engine districts leading out of each yard and the classification of empty cars according to the class of car and its suitability for loading with different kinds of freight are among its provisions.

To obtain the full benefit of the through routing of trains it is also advisable to establish a scheme of car inspection and repairs by which the equipment will be in condition when loaded or when received in interchange to go through in the proper classification without being out for repairs. Then, with a sufficient volume of business, trains can be built up to move through terminal after terminal as "main trackers" requiring only the changing of locomotives and crews and such inspection as is necessary for detecting unsafe defects which may have developed on line of road since leaving the last terminal.

The economic or intensive utilization of freight cars embraces the principal factors of high average car mileage and high average car loading, which are to a consider-

able degree interdependent. Not only must there be a high mileage per car per day but the unproductive mileage must also be reduced to the minimum. By unproductive mileage is meant the useless haul of cars, whether loaded or empty. When two or four or ten cars are used to move a shipment of freight where one or three or nine would have sufficed, unproductive mileage is made just as truly as where there is a cross-haul of empty cars suitable for the same class of loading. It is here that the feature of proper car loading comes in.

Empty Mileage to Be Expected

By far the greatest percentage of empty mileage is not unproductive mileage, for the reason that in the nature of the traffic there is no possibility of securing a return load, and the movement of the empty is an integral part of transporting the shipment. With the proper realization of this condition, an analysis will show that the opportunities of reducing unproductive mileage are far less than seem to be generally assumed. On a railway system operating in the states east of the Mississippi and north of the Ohio and Potomac rivers, under normal conditions the general movement of traffic and equipment will be somewhat as follows:

Livestock moving from the west and south to the east and north—cars returning empty; packing house products, dairy freight, fruits and vegetables moving east and north—refrigerators returning empty; coal moving from the mines in Pennsylvania, West Virginia, Kentucky and Ohio, to the east and north and to the west and north—cars returning empty except for a certain percentage used for ore, limestone, etc.; lumber, cotton, grain and other farm products, flour, feed, etc., moving east and north in such great volume that a return loading of merchandise and manufactured products is available for only a part of the box cars, flats and mill gondolas in which the business moves, the excess cars—a considerable percentage—moving west and south in large quantities. It would seem, then, that about the only way to make unproductive empty mileage is to haul empty stock cars, refrigerators or box cars east or north or to move empty coal cars away from the mining districts. And such really is the case.

It is true that during the war and the years of heavy business succeeding it the movement of traffic was more nearly balanced, and stock cars, gondolas and even

flats were loaded with cement, stock cars with brick and tile, rough loading box with tinplate and other finished steel products, to a large extent. In fact, a load could be obtained for almost any car capable of being made approximately suitable even at a heavy expense. This condition reached the maximum in March, 1920, when the railroads of the country were able to reduce the empty mileage to 27.7 per cent of the total—the lowest of which there is record. But these were not normal times, nor does there seem to be much likelihood of a recurrence of the balance of traffic which then obtained.

Inexperience Makes Unproductive Mileage

There are a few instances of cross-haul of box cars, rough loaders being used in one direction and good tight cars in the other, causing duplicate empty mileage, but these are exceptions. During the periods when business is falling off rapidly, considerable empty mileage is made in hauling cars to suitable points for storage. Empty mileage is also made in the movement of bad order cars to convenient shops for repairs. None of this empty mileage, moreover, is unproductive mileage, for it is made in meeting situations which arise in the most practicable way.

How, then, is unproductive mileage made? Largely through the inexperience or carelessness of agents, yard clerks and other employees who route the cars improperly. During the extensive relocation of equipment which took place in the autumn of 1920 and the following winter, there was doubtless considerable of this misrouting, for the car service rules had been inoperative for several years, during which many new employees had entered railway service and the personnel of the yard and station forces was untrained or rusty in the handling of cars under the rules. A year later, when another relocation of the same kind but of a less extent took place and these forces were well trained, there was comparatively little of this misrouting of empty cars.

There is even greater improvement in this respect at the present time, although, if all the unproductive movements on a large railway system could be stated in car mileage, the figures probably would be rather startling; on the other hand, if it was reduced to a percentage of the total car mileage, the result would seem insignificant

indeed and the efficiency of car handling would be found to be high.

How to Boost Mileage and Loading

The attainment of a high average car mileage requires sufficient business to utilize all suitable cars, freedom from congestion in road movement, prompt handling in yards and at stations and quick loading and unloading by shippers or the railroad's own forces. The attainment of a high average carload requires the securing of as many loads as possible in the direction of the preponderating empty movement, the distribution of the cars so as to adapt the size and capacity of the car to the character of the load, co-operation of shippers in loading the cars to either the cubic or the carrying capacity and the obtaining of such maximum loading at freight stations, warehouses and other loading points operated by the railroad.

If the accounts of a railroad are examined it will be found that the expenses directly affected by locomotive utilization and train operation will run around 35 per cent of all expenses and 50 per cent of the cost of maintenance of equipment and conducting transportation. From this it is apparent that here a broad field is offered for effecting real economies. There are a great many elements or factors involved, some of which are the adaptation of types of locomotives to the requirements of the service, the length of locomotive runs, the pooling of locomotives or their operation with regular or assigned crews, the manipulation of power by the chief dispatcher, and the scheduling of slow freight trains out of terminals and over the road.

Here, as in other branches of transportation work, there are many situations to be met, and each requires thorough analysis to determine what is the best solution.

Must Make Use of Engines on Hand

In adapting locomotives to the services on various districts the problem is usually that of using those on hand to the best advantage. The elimination of light types from heavy service and of retiring them permanently or at least so long as heavier locomotives are available is of prime importance; also equally so is the disposition of the occasional type which is unusually vulnerable and is constantly giving trouble on the road or spends too much of its time undergoing repairs. Then, too, it may be found that a certain type of locomotive will

perform more efficiently and reliably in continuous service, or its weight and axle loads will meet possible restrictions, and hence it is peculiarly fitted for use in connection with the lengthening of runs.

On every engine district having a heavy mixed traffic, slow freight trains called at certain periods of the day will make better runs than those called at other hours. The chief dispatcher will be found taking cognizance of this and from day to day arranging the calls of slow freights accordingly. The full development of this idea will prove of much value where a large volume of slow freight is to be moved in extra trains and can be carried a step further by making standard schedules for the movement of the trains over the district. They can be prepared in simple form, for example, giving the running time between points where operating stops are made, as at water stations, coal docks, and helper stations, and can be printed on cards of convenient size to be carried in the pocket or in the back of the time table. These schedules set the pace for the engine and train crews and give them something definite to work to in their trips over the district.

CONDUCTOR A FARMER, TOO

Twenty years ago, when N. S. McLean, 456 Olive Avenue, came to Memphis as conductor in this district on Illinois Central trains, he began thinking of some way to lay aside his earnings. He bought a farm in Baxter County, Arkansas, and improved it as he could afford to spend the money. It is now one of the most productive farms in that section of Arkansas.

Four years ago Mr. McLean set out 700 fruit trees, mostly apples. They are bearing this year, yielding the greatest output, he says, he ever saw from an orchard. The trees are so heavily loaded with the fruit the limbs on many have broken. Quality of the fruit is the highest, as a sample he brought to *The Commercial Appeal* shows.

Mr. McLean is one of the conductors on the Illinois Central's crack passenger train, the Panama Limited. He has been with the road twenty-six years and on this district twenty years. With the exception of two years he has been on the Panama Limited continuously since the train was placed in service.

His Arkansas farm, he says, consists of 140 acres. He makes no attempt at grow-

ing cotton. "I can make more money at other crops," he declares, adding that his corn crop this year was the best he had ever grown.

Mr. McLean has been on a 10-day vacation. He spent every hour of it on his farm and says he longs for the time when he will be financially in a position to go to it and live.—*Memphis (Tenn.) Commercial Appeal*, August 2.

JAMES CULTON, PENSIONER, DIES

James Culton, pensioner, died on June 30 at his home in Portland, Ore., at the age of 67. He had been in the service of the company for more than forty-six years. At the time of his retirement in 1918, he was commercial agent at Denver, Colo. Mr. Culton's first work with the company was

during the summer months of 1869 and 1870 at Dunleith, now East Dubuque, Ill. He attended school in the winter and was a clerk in the agent's office during his vacation. In April, 1872, he became a clerk in the superintendent's office at Centralia, Ill. He was appointed agent in August, 1876, and served in that capacity at Siegel, Makanda and Odin, Ill., and Dodgeville, Wis. He became a traveling freight agent with headquarters at Bloomington, Ill., in August, 1888, and served until 1900, when he was appointed commercial agent at Denver, Colo. He was in that position for eighteen years. During the World War, Mr. Culton was active in relief work at Southport, N. C. Later he moved to New York and then to Portland. He is survived by his widow, one daughter and one son.

NEWS OF THE DIVISIONS

DIVISION CORRESPONDENTS

Chicago Terminal—Heads of Departments.

Illinois—Mr. George Strauss, Assistant Chief Clerk to Superintendent, Champaign, Ill.

Indiana—Miss Florence McShane, Secretary to Superintendent, Mattoon, Ill.

Iowa—Mr. C. R. Briggs, Chief Clerk to Superintendent, Fort Dodge, Iowa.

Kentucky—Miss Anne Sweeney, Stenographer, Superintendent's Office, Louisville, Ky.

Louisiana—Miss Claire Pimm, Clerk, Superintendent's Office, McComb, Miss.

Memphis—Miss Julia J. Gaven, Secretary to Superintendent, Room 315, Grand Central Station, Memphis, Tenn.

Memphis Terminal—Mr. W. E. Gerber, B. & E. Clerk, Room 306, Grand Central Station, Memphis, Tenn.

Minnesota—Miss Lucille Sims, Secretary to Superintendent, Dubuque, Iowa.

Mississippi—Miss Kathleen Hadaway, Clerk, Superintendent's Office, Water Valley, Miss.

New Orleans—Mr. Thomas T. Treanor, Superintendent's Office, Vicksburg, Miss.

New Orleans Terminal—Miss Myrtle Biersoll, care of Superintendent, New Orleans, La.

Springfield—Miss Della Morrison, Stenographer, Superintendent's Office, Clinton, Ill.

St. Louis—Mr. J. W. Brown, Clerk, Superintendent's Office, Carbondale, Ill.

Tennessee—Mr. Rufus Kemp, Jr., Secretary to Roadmaster, Fulton, Ky.

Vicksburg—Mr. J. S. Terry, Train Dispatcher, Greenville, Miss.

Wisconsin—Mr. J. A. O'Neil, Superintendent's Office, Freeport, Ill.

AROUND CHICAGO

Suburban Passenger Service

Mrs. L. M. Goodman, ticket agent, who met with an accident nine months ago, has returned to her duties at South Shore station.

Mrs. Minnie Lord has been in the hospital for several weeks on account of sickness. When she is able to travel, she will visit her son in Montana.

Trainmaster E. O. Guyton passed cigars over the arrival of a son August 26. Mother and son are doing nicely.

Flagman H. Janssen, on the Addison run, also reports an arrival—an 8-pound boy on September 2.

Mrs. Maud Phillips suffered a broken shoulder bone in an automobile accident and is being taken care of by the hospital department.

Superintendent A. Bernard had a letter from his former chief clerk, F. T. Collar, who is now located at New Orleans, reporting that he is getting along well in his new field.

Al Frank, night yardmaster at Randolph Street, is proud over the arrival of a 9-pound son, born on August 28.

INDIANA DIVISION

Miss Bonnie Snodgrass and Miss Helen James are new stenographers in Superintendent Roth's office.

C. L. Rager, formerly clerk in the supervisor's office at Bloomington, is filling the position in the roadmaster's office left vacant when Dewey McClain went into the accounting office.

Chief Dispatcher's Office

Dispatcher and Mrs. Morgan Storm are spending thirty days in Seattle, Wash., and other western coast cities. Dispatcher J. W. West, from Carbondale, is relieving Mr. Storm.

Owing to heavy business in "Q" office, Mattoon, another operator has been placed there, Operator Douglass filling the vacancy. Operator Scott, regular third "Q," is filling

the vacancy in the chief dispatcher's office nights, while Operator Ault is relieving in the "Q" office.

Agent E. W. Clensy, Wheeler, Ill., has been displaced by Operator Harry Feldman.

Agent W. E. Gladville of Stewartsville, Ind., has returned from a six weeks' leave of absence.

Business is good on the Indiana division, several new offices having been opened on the north end of the Peoria district.

Operator J. H. Scott, second at Cass, is off duty on account of illness. Operator Winkler is relieving.

Operator James Kern has been granted a ninety days' leave on account of ill health.

Mattoon Shops

George Walker, call boy at Mattoon shops, has resigned to attend school.

A. W. Frederickson, blacksmith foreman, is leaving for a visit in Milwaukee, Wis. Mrs. Frederickson will join him in Chicago.

Mrs. C. C. Powers, wife of our general car foreman, is visiting in Greensburg, Ind.

A. D. Bullock, timekeeper at Mattoon shops, left September 12 with his sister, mother and father in automobile for Niagara Falls, Pittsburgh and other points of interest in the East.

SPRINGFIELD DIVISION

Miss Gladys Westerholt has accepted a position in the chief dispatcher's office, Clinton. This position was formerly held by Miss Catherine Henson, who has accepted a position in the accounting department.

Clerk E. R. Evey, who was taken suddenly ill on the morning of September 12, is much improved at this time.

Agent M. H. Brown of Springfield was called to Decatur the first part of September by the serious illness of his sister.

Miss Julia Coffey and Claire Gray were united in marriage in Vandalia, Ill., the morning of August 26. Mr. Gray formerly worked in the superintendent's office at Clinton, but is now stationed at Madison, Wis. Mrs. Gray was employed as accountant.

Henry O'Brien of Arizona, who formerly worked in the superintendent's office, has been in Clinton for a vacation, visiting his parents and friends.

The following new positions have recently been opened on the Springfield division: Bill clerk at Pana, station clerks at Glen Carbon, Mount Pulaski and Divernon, and yard clerk at Springfield.

Miss Clara Day has returned to service in the accounting department, Clinton shops, after an absence of several months on account of illness.



Here is Section Foreman W. H. Butler, employed at Centralia yard. Mr. Butler entered the service as a section man at Idlewild, Tenn., July 5, 1905, was promoted to section foreman December 1, 1911, at Dyersburg, Tenn., Tennessee division, and was transferred to the St. Louis division October 1, 1918, working in the Centralia yard.

Dispatcher J. A. Vallow left Clinton September 1 for a trip to California.

Dispatcher J. L. Fleming returned to Clinton September 1 after doing service on the Indiana division during the heavy business.

John Sharkey is doing temporary work in the chief dispatcher's office.

Conductor T. J. Boyle of the Clinton district has moved his family and household goods to Centralia. Conductor Boyle has been regularly assigned to passenger trains No. 101 and No. 104, operating between Centralia and Decatur, with lay-over at the former point.

Passenger Conductor J. B. Stewart, who was unfortunate enough to have his collar bone broken by a fall from a cherry tree at his home in Freeport, has returned to work after being out of service for about two months.

J. W. Frey, conductor, Springfield district, has returned to work after a leave of absence of ninety days, during which he looked after personal business.

John H. Stone, who has been working as third trick switch tender for the last six months, has been relieved and has resumed

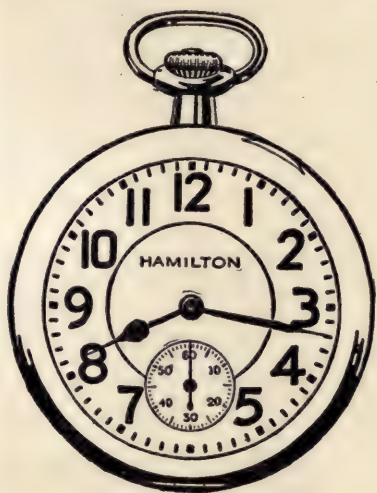


A day's loading of fruit at Centralia, Ill. Photographed by courtesy of F. Kohl, Centralia merchant

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Home of Chief Clerk H. O. Brittin, Clinton, Ill.

his former position as brakeman on the Springfield district.

Brakeman Paul W. Werner of the Clinton district is the proud possessor of a new automobile.

Road Department

Marion McClelland, who has been employed as rodman on the Springfield division the past summer, resigned his position September 15 to enter the University of Illinois.

Mr. and Mrs. W. J. Apperson and son, Jeffrey, instrument man, and family left September 13 for Memphis, Tenn., to attend a family reunion.

William Draper, son of B&B Supervisor S. C. Draper, left home the last of September to enter the University of Chicago.

Mr. and Mrs. James J. Ryan are the parents of a daughter born September 1. Mr. Ryan is employed as a water service repair man at Springfield.

WISCONSIN DIVISION

Coal Chute Foreman O'Rourke is back on duty after a three weeks' absence.

Section Foreman Roath was recently called to Elgin by the serious illness of his aged mother.

Operator Leah Weiss is again on duty after spending some time with her parents at Olney, Ill.

J. M. Layton, son of the veteran keyman, M. P. Layton, has entered the service as an operator and is working extra on the division.

The local newspaper gives considerable space to comment on the Eye See indoor baseball team which Agent Kelly at Minonk has rounded up, composed mostly of Illinois Central employees. Although not so formidable as the famous basketball team, they have challenged teams of the nearby territory.

Operator Taylor is back on duty after "flivvering" to Virginia and back, where he visited his parents and boyhood acquaintances. Accompanying him on the trip were Mrs. Taylor, son John, and Miss Josephine Zika, a sister of Mrs. Taylor.

Car Inspector Henry Livingston is again on the job after having spent several weeks in Chicago visiting friends and relatives and at the same time specializing in some short term courses.

Many are the favorable comments the local newspapers make relative to the cleanliness and tidy condition of the station grounds and buildings at Minonk as well as the efficient service rendered. It is brought about by the fine co-operative spirit displayed by all employees.

A shower party was held in the superintendent's office Monday night, September 11, when a dinner was given in honor of Miss Mildred Graham, who was married to Charles Michels on Wednesday, September 20. The table was decorated in pink, the centerpiece being a large pink box decorated with roses, which looked very much like a fancy cake.

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For flivvering around Minonk, Ill.

When the bride-to-be was told to cut the cake, she found that the lid came off and disclosed many beautiful and useful gifts. Miss Graham has been a stenographer in the superintendent's office.

M. J. Beck is the happy father of a baby girl, Phyllis Jean, born August 30.

MINNESOTA DIVISION

Vice-President Calvin Coolidge and Mrs. Coolidge passed through Dubuque on No. 12, September 9, en route from Sioux Falls to Chicago.

Judge K. M. Landis passed through Dubuque last Tuesday, September 8, en route from Chicago to Waterloo, where he spoke at a meeting of the American Legion.

Mrs. W. J. Heckman of Fort Dodge, formerly Miss Hilda Schwartz and employed as an accountant in this office, is visiting friends and relatives in Dubuque.

Lou Murray has resigned as accountant in the superintendent's office and has accepted a position with the Standard Oil Company at Manchester, Iowa.

R. E. Rodeberg, rodman, and Miss Carita White of Fayetteville, Ark., were married August 22 at the home of the bride's parents. After spending their honeymoon in the West, Mr. and Mrs. Rodeberg will reside at 121 Dorgan Place, Dubuque, Iowa.

Mrs. G. V. Uhr, formerly employed as a stenographer in the superintendent's office, but now residing in Chicago, paid us a short visit recently.

KENTUCKY DIVISION

Thomas Labon Davis, supervisor of signals, Kentucky, division, died at his home at Martinsville, Va., on Thursday, August 17, after an illness of a year.

Mr. Davis was born in Henry County, Virginia, May 27, 1885. He attended the public schools and high school of Martinsville and entered the service of the Norfolk & Western as a signal helper in 1902. While with the Norfolk & Western he held successively the positions of signal helper, signal maintainer, signal wireman and signal foreman. Leaving the Norfolk & Western in 1905, he entered the service of the Chesapeake & Ohio as signal inspector. In 1908 he was engaged by the Hall Switch & Signal Company and was placed in charge of the construction of automatic block signals on the Canadian Pacific in Canada. This work completed, he entered the service of the Illinois Central as signal foreman on the St. Louis division in 1911. When the first installation of automatic block signals was authorized on the Kentucky division, he was appointed supervisor of signals in charge of this work. When he arrived

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on the Kentucky division in March, 1914 there were in service only four tunnel signals, eight wire-connected outlying signals and seven crossing bells. At his death there were in service 430 automatic signals, eight interlocking plants and forty-four crossing bells, practically all of which were installed under his supervision.

Mr. Davis entered the army in June, 1918, served with the 159th Depot Brigade at Camp Taylor, Ky., the 18th Engineers at Fort Benjamin Harrison, and at the time the armistice was signed was a student officer in the Engineer Officers' Training Corps at Camp Humphrey, Va. While in the army he contracted the disease that finally caused his death.

Mr. Davis was a man of commanding appearance and engaging personality and was beloved by all the signal department employes on the Kentucky division, among whom he was affectionately known as the "Big Chief." He was ready at all times to help them in improving their working conditions and assisting them in gaining a better knowledge of their work. His death in the prime of his life and at the pinnacle of his profession was untimely, and his kindly presence will be missed on the Kentucky division.

On August 30, a son, Walter Anderson Thomas, was born to Mr. and Mrs. W. K. Thomas. Mr. Thomas, the father, is demurrage clerk at the local freight office, and is the son of W. S. Thomas, supervising agent, Kentucky division.

J. W. Taylor, chief train dispatcher, Princeton, who has been on leave of absence for the last year, was married at Tuscan, Texas, September 8.

Miss Marion Waggener, clerk to supervisor, Princeton, who has been seriously ill for the last three weeks, was taken to Paducah Hospital for an operation. Her many friends on the Kentucky division will be glad to hear that she is much improved and is reported getting along very nicely.

TENNESSEE DIVISION

Mrs. B. Burges returned to work in the accounting department on September 14 after ninety days' leave of absence in Texas.

The division office has the hunting fever. Most of the boys are great sportsmen and report the squirrels and doves plentiful.

C. J. Keatchum, tonnage clerk, this office, is the proud father of a baby girl, Frances Maurine Ketchum, born September 8.

MISSISSIPPI DIVISION

Engineman C. H. David was married to Miss Dooley of Oxford, Miss., August 20. After a short bridal trip to Memphis, they returned to Water Valley, where they are now at home.

Conductor C. E. Givens and Miss Addie May Sterling of Jackson, Tenn., were married August 9.

Miss Elizabeth Blount, clerk in the store department, has returned after six weeks spent in a girls' camp near Battle Creek, Mich.

Mrs. Gertrude Turner, clerk to the trainmaster, Mrs. Janie Hussey, clerk to the chief dispatcher, and son Lyman and Mrs. W. M. Wilson, wife of the oil house man, have returned from a delightful visit to Niagara Falls, Toronto and Chicago.

Yardmaster and Mrs. W. F. Adams are receiving congratulations upon the arrival of a fine son on August 13.

Mrs. Gladys Walker is back on the tonnage desk after a three months' leave of absence.

J. G. Skogsberg, chief clerk to the superintendent, has returned to work much improved after a leave of absence of sixty days on account of ill health.

John T. Westbrook, Jr., who has been employed as a chainman with the division engineering force, has resigned and will enter Vanderbilt University.

Division Gardener W. L. Hunt has resigned and has entered the University of Illinois at Urbana, Ill.

Machinist Helper Apprentice T. J. Price and Machinist Helper Emmett Kimzey have



Here are views of Joseph E. Gibson, superintendent, and the west side of the McComb, Miss., High School. The McComb schools opened on September 5 with one of the largest enrollments in the history of the town, including many children of Illinois Central employes. The faculty is composed largely of graduates of the leading colleges in the United States and foreign countries.



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returned from McComb, Miss., where they went as delegates to the department convention of the American Legion.

LOUISIANA DIVISION

Miss Imogene Yawn, who has been relieving several of the stenographers during the past month, left September 17 for Abilene, Texas, to enter Simmon's University.

J. O. Thompson, former member of the store and claim departments, was a visitor to the superintendent's office September 6.

Supervising Agent and Mrs. W. E. McCloy and Clerk and Mrs. A. Boyd Simmons have been camping on the Tangipahoa, out from Ponchatoula, La.

Agent J. L. Boudousquie, Madison, Miss., sent out a call for additional water barrels for his cotton platform on September 7. Evidently the cotton business is increasing this year.

A. T. Miller is our temporary agent at Gluckstadt, relieving F. P. Jerome, who has been ill in a hospital at Jackson, Miss., for several weeks.

Conductor P. G. Hartman was fatally injured on September 11 at the gravel pit, Brookhaven, Miss. He was buried at Brookhaven on September 13. Mr. Hartman entered the service on November 21, 1909, being promoted to conductor on September 3, 1920. He was well liked by all who knew him, and in his death the Louisiana division lost one of its employees whose future as a conductor promised to be a bright one.

Mechanical Department

We conducted during June and July (understand, this is a matter which is watched continuously but which was intensified during this period) an "Avoid Waste" campaign. We went "over the top," saving everything from a tiny drop of water to the most important of all things, time.

While this campaign was being conducted, several of the young men in McComb shop made double time: Machinist Helper Robert E. Haley was married to Miss Mary Meyers; Apprentice C. W. Wilkes followed in his footsteps and took unto himself Miss Elizabeth Henderson of McComb; Machinist Helper Claude Blair and Miss Margaret Meadows were also married.

Apprentice Instructor W. D. Lyons is wearing a smile that won't come off. He is the proud daddy of an 8-pound girl, Caroline Elizabeth.

Machinist George Balser is also wearing a pleasant look and receiving congratulations on the arrival of a son, John Lyons.

Erecting Foreman John Lyons says grandchildren are getting to be a great proposition. (Both of those mentioned above are his.)

Assistant Blacksmith Foreman Yawn is off on account of sickness. His place is being filled by T. J. Harvey.

Welder W. E. Wennerlund was married recently to Miss Fannie Magee, one of the teachers in McComb High School.

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Engineer Jerry D. Ellsworth, who was one of our Panama Limited pilots. Mr. Ellsworth was ill for only a short time before his death, which was caused by a stroke of paralysis.

Machinist Apprentice Garland Lane is ill in the Illinois Central Hospital at New Orleans.

NEW ORLEANS TERMINAL

For the last several years employees of the superintendent's office have made an annual trip to Galveston, Texas, on Labor Day. In the beginning these trips were taken by only two or three of the clerks; however, each year they returned with such exciting tales of good times that each succeeding Labor Day has found the crowd steadily increasing. Last year the party consisted of Messrs. Delph, Katz and Lambou, Mrs. Cronin and Misses Ellsworth and Biersoll. This year Abe Rittenberg, E. J. Phillips, Vic Olivier and Freddie Bartels joined the party. Judging from the hilarious tales they tell of events encountered, there is more truth than poetry in that little song entitled "It's Always Fair Weather When Good Fellows Get Together." Next Labor Day will probably see the superintendent's office represented on the sands of Galveston 100 per cent.

The stork made a visit to 1307 South Liberty Street, New Orleans, August 22, and left a 9-pound boy with Yardmaster J. B. Kane.

Grain Clerk Ray S. Froeba, Stuyvesant Docks, and Mrs. Froeba are being congratulated on the arrival at their home of an 8-pound daughter. Mr. Froeba's first remark was: "A new stenographer for the Illinois Central."

J. F. Reilly, clerk at Stuyvesant Docks, is on a 90-day leave of absence in the mountains of the Carolinas.

Miss Sadie Nichols, clerk at Stuyvesant Docks, has returned from spending several weeks at Stafford Springs, Miss.

William Huston, clerk at Stuyvesant Docks, who has been ill for the last few months, is spending several weeks at Mandeville, La., to recuperate.

Station Master's Department

Checkman G. G. Bowen's family is spending several weeks in Memphis, Tenn.

James P. Labbare, chief clerk to the baggage agent, plans to spend several weeks in San Francisco. He will stop over in Los Angeles for some time.

The following was overheard by Checkman E. J. Ray one Saturday afternoon around Government yard commissary: A young negro girl passed by, highly scented with perfume.



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My occupation is.....

Continental Casualty Company H.G.B. ALEXANDER **Chicago**
President



W. A. Delph, Meyer Katz and Vic Olivier of the superintendent's office, New Orleans terminal, in front of the Beacon Hotel, Galveston, Texas, on Labor Day.

An old negro woman standing near sniffed the air and remarked: "That thar gal done went and spent about 40 cents for cologne to make herself smell sweet. That ain't me—I uses soap."

Local Freight Office

Miss Amelia Finnin, stenographer, has resigned from the service, effective October 1.

Stanley Mendelsohn, collector, has joined the ranks of the benedicts. He was married on Wednesday, September 6, and is spending his honeymoon at Niagara Falls, Buffalo and Chicago. Andy Moore, our popular recon-signing clerk, assisted at the ceremony as best man.

Mechanical Department

The mechanical department at New Orleans on Labor Day was the proud host to three of McComb's fairest daughters, Misses M. Q. O'Quinn, Neola Ansley and Katherin Beasely, employed in the office of Master Mechanic Roddie at McComb. Clerk Degering mustered up an automobile and was master of ceremonies, being ably assisted by Joseph Hodges. Everyone enjoyed having the young women here, and we shall be pleased to have them or any other of our co-employees pay us a visit. Joseph Hodges is permanent chairman of the entertainment committee.

Ed St. John, clerk, expects to leave the service shortly to look after his banking interests.

Clarence Heyman, messenger, has been transferred from the Harahan car department to the district foreman's office, where he is earnestly striving to obtain a clerkship.

One Hundred Twenty-six

Engineer A. Sigur has been commended for alertness in discovering a broken equalizer on NOTM-183 while it was being handled in a Gulf Coast Lines train August 10.

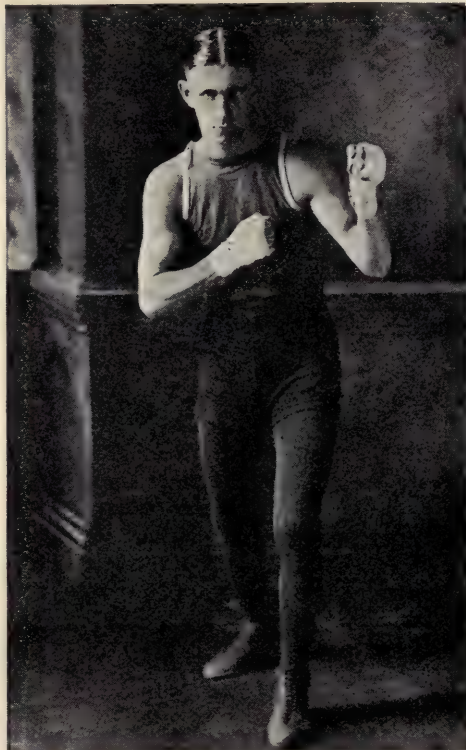
Engine Foreman Jacob Bauer has been commended for discovering MK&T-94103 off center and pair of wheels sliding while being handled by engine in his charge.

Frank C. Jourdan, clerk to the trainmaster, while returning to lunch September 14, met with a serious collision. He quickly recovered and has resumed work.

MEMPHIS DIVISION

Sam Serio, clerk at Clarksdale, Miss., who was operated on for appendicitis in New Orleans, has returned to Clarksdale, is getting along nicely and hopes to return to work soon.

Agent J. P. Hairston, Cruger, Miss., recently discovered a brake beam down on a



The New Orleans terminal has the honor of having among its employes the amateur batamweight boxing champion of the South, "Mike" Cassard, call boy at Harahan yard office, who expects to represent the Southern Amateur Association at Boston this fall. "We are all pulling for him to bring home the amateur championship of his class," writes our correspondent. "We also have in our employ his brother, Jules, employed as messenger in the mechanical department. The Cassard family, of which these two boys are members, is distinguished for its fighters. The three boys, Jules, Mike and Frank, are champions in their classes and are favorites of the boxing fans of New Orleans—a fight is always assured whenever they enter the ring."

Illinois Central Magazine

*"More miles to the pint;
Better service to the mile!"*



*"When Galena Oils go in
Lubrication troubles go out."*

The Test of Railway Lubricants

There is nothing to compare with the test of actual service in determining the quality and durability of railroad lubricants.

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Galena-Signal Oil Company

New York

Franklin, Pa.

Chicago

and offices in principal cities



car in a train passing his station. Mr. Hairston flagged the train and had the brake beam adjusted, thereby probably averting an accident.

Miss Julia Gaven, secretary to Superintendent J. M. Walsh and division reporter for the magazine, is away on a leave of absence. Miss Gaven expects to spend some time in the West, where it is hoped she will fully regain her health.

Miss Juawice Tabb, one of our efficient tonnage clerks, resigned September 1 and has gone to Chicago to enter school.

The entire division extends its sympathy to J. N. Concklin, division accountant, in the death of his wife on August 20 at Chattanooga, Tenn., where Mrs. Concklin had gone in search of health.

NEW ORLEANS DIVISION

An automobile driver with a friend aboard attempted to cross the track a few days ago at a grade crossing near the Vicksburg yard office. When half way across, the front wheels of the automobile refused to budge an inch, while the rear wheels revolved with amazing rapidity. The driver shot the juice to the engine, but to no avail. Just about that time train No. 30 came around a curve. A yard clerk, seeing the predicament, endeavored to flag the train, but did not succeed. However, others came to the rescue and attracted the attention of the engineer. The brakes were applied, and in the meantime the automobile driver fled. Just before the train came to a stop within a yard of the automobile, the rebellious machine, as if suddenly endowed with human intelligence, gave a jump, cleared the track and went wildly speeding down the road. The onlookers, who by this time had reached the size

of a crowd, took after it, just as in a comedy "movie." An alert switchman finally captured it and returned it to its owner. Nobody hurt.

Chief Dispatcher J. B. Yellowley departed recently for points in the North and East. Mr. Yellowley's objective is New York, where his brother, Ed Yellowley, is chief prohibition enforcement agent. Mr. Yellowley's trip is envied by many of his friends on the division.

Val P. Barrick, incline engine foreman, Baton Rouge, vouches for the following fish story: Engineer Perry Johnson and Conductors O. H. Ford and E. O. Day organized a party and tried their luck at some lake on the Gulf Coast Railroad. They returned to Baton Rouge with a couple of barrels of game fish, each from ten to twelve inches long, every one caught with hook and line. This is the biggest haul made around Baton Rouge for a long while. They generously distributed the catch among their fellow employees.

A number of our conductors and engineers have made Hot Springs, Ark., their happy hunting grounds this summer. Among those enjoying the salubrious environment were Conductors Clinton Davis and R. A. Stafford and Engineer J. S. Thompson.

New York City has attracted several this year. Conductor J. L. Dudley has just recently returned from a trip to that city and other eastern points.

Conductor M. J. Moody reports a delightful time after a sojourn in Georgia.

Miss Nora Ring, stenographer in the office of Superintendent F. R. Mays, is at work again after an illness of several days.

J. H. Evans, one of our pensioned engineers, spent a few days in Vicksburg recently, mingling with old friends.



Here are some views taken at Markham Station, near Moorhead, Miss., on the Memphis division. A frame station was built at this point about a year ago, much to the pleasure of Arthur Ray of Markham plantation (postoffice Baird, Miss.), who sends us these views and writes: "Markham Station revenue will be greatly increased this fall, as Sunflower County has commenced unloading a number of cars of gravel and will unload nearly 400 cars at this point."

Illinois Central Magazine

November 1922



Through reading this magazine,
pass it on to someone else.
I'll be glad to read it.

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Illinois Central System Tells About Shortage of Transportation	Inside Back Cover



R. P. DeCamp

R. P. DeCamp, assistant coal traffic manager, was born at Cresco, Iowa, December 9, 1885, and was educated in the public schools of that city, later being graduated from the Cedar Rapids Business College, Cedar Rapids, Iowa. He entered the employ of the Illinois Central on June 1, 1903, in the freight claim department, remaining there only a few months, when he was transferred to the traffic manager's office, on February 1, 1904, and thence to the Chicago general freight office on April 1, 1908, serving in various capacities. On December 1, 1918, he was appointed chief clerk in the export and import department. On June 1, 1921, he was appointed chief clerk in the general freight department, Chicago. On December 1, 1921, he was appointed chief clerk to Mr. Bowes and Mr. Longstreet, traffic vice-president and traffic manager respectively, and on January 10, 1922, was appointed assistant coal traffic manager, with headquarters at Chicago.

ILLINOIS CENTRAL MAGAZINE

NOVEMBER

NINETEEN TWENTY-TWO

Published monthly by the Illinois Central System in the interest of the system, its officers and employees, and the territory served by its lines.

Address all communications to: The Editor, Illinois Central Magazine, Room 818, Central Station, Chicago. Manuscripts, photographs, etc., will not be returned, except upon request. All contributions should be typewritten—double-spaced—and signed.

GEORGE M. CROWSON, *Editor*.

CHARLES E. KANE, *Assistant Editor*.

Our On-Time Record Wins Business

*Patrons Give Testimony to Excellence of Illinois
Central Service and Back Their Belief With Cash*

The importance of the Illinois Central System's reputation for maintenance of passenger train schedules is hard to overestimate. With every railroad in the country exerting its best effort to provide satisfactory service, it is noteworthy for patrons to select any one road as outstanding and to give voluntary testimony to its excellence. Yet that is exactly what patrons of the Illinois Central System are doing. They are recognizing the exceptional loyalty and efficiency of Illinois Central System employees. Below are a few of the more unusual testimonials recently received.

AFTER a trip to California and return over several railroads in August, E. V. Donovan, chief of the fire department of Greenville, Miss., was moved to such an extent that he wrote to President C. H. Markham and Vice-President L. W. Baldwin a letter praising the passenger service of the Illinois Central System. His letter to Mr. Markham and Mr. Baldwin ran as follows:

"As I have just returned from attending the convention of the International Association of Fire Engineers, which was held in the city of San Francisco, Cal., I had the opportunity of seeing some of the so-called fine passenger trains and also some of the manifest trains.

"I heard so much of these fine roads and good trains that I took a special interest in making inquiry as to the special time they were mak-

Reputation

Good name in man and woman, dear my lord,

Is the immediate jewel of their souls; Who steals my purse steals trash; 'tis something, nothing;

'Twas mine, 'tis his, and has been slave to thousands;

But he that filches from me my good name

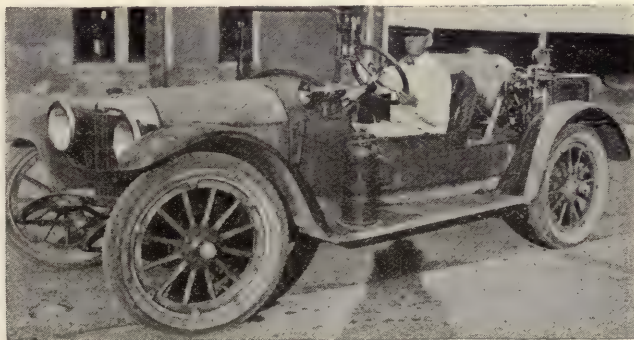
Robs me of that which not enriches him

And makes me poor indeed.

—WILLIAM SHAKESPEARE, "Othello."

ing, and, to my surprise, out of the sixteen limited trains that I made inquiry about there was not one running on time.

"I heard those people out West boasting so much about their trains, I could stand it no longer; so I took the liberty to tell the delegates (and they were from every state in the Union and foreign delegates from Panama, China, Japan, and Paris, France) that the Illinois Central System



Chief E. V. Donovan and his motor car

had one of the finest passenger trains in the United States, and that train was No. 7 and No. 8, known as the Panama Limited.

"I told them that, under these trying conditions, the Illinois Central System was running trains 98 per cent on time. From the time I left home, out of the whole journey, the only trains on time were on the Illinois Central System, and I take the liberty to congratulate you gentlemen on the splendid manner in which you are managing, and the courtesy of the employes of your road."

Glad to Get Back to Our Line

The following letter was recently received by President C. H. Markham from the Rev. G. Gordon Smeade, M. A., LL. D., Episcopal archdeacon of Mississippi, Jackson, Miss.:



Train No. 502 arriving at De Witt, Ill.

"It has been my pleasure to attend the general convention of the Episcopal Church in Portland, and the trip necessarily took me over a great many different roads. It was really a great pleasure to get back on the Illinois Central, which I did at St. Louis. After all, it is certainly the best road in the South and one of the best in the country. It is really a pleasure to travel on a road so thoroughly equipped and so modern in every respect, and which gets you to your destination on time, which in these days of constant delay is a convenience.

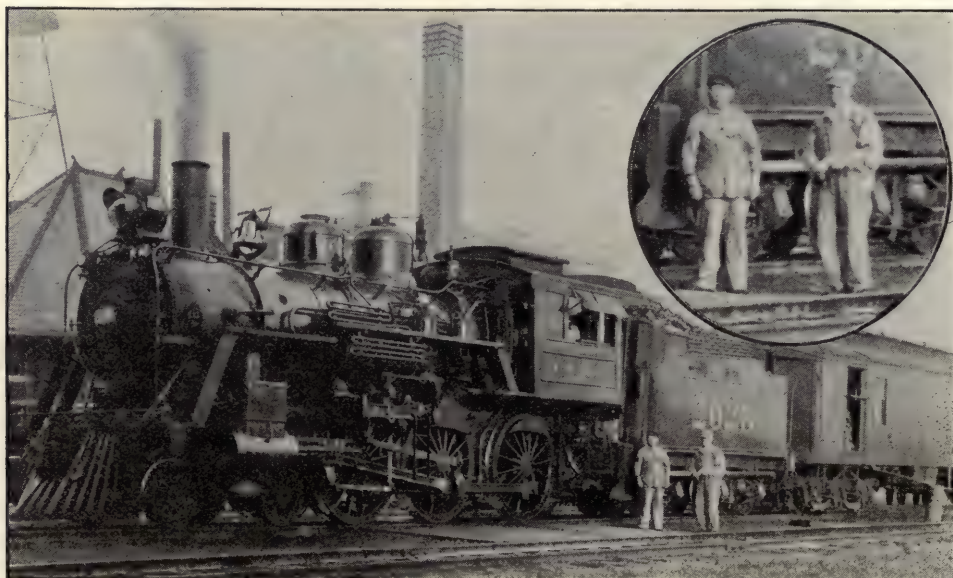
"I hope some of these days when you stop over in Jackson for a few hours that you will let me know, so I can meet you personally. I am anxious to know you better, and for you to know me."

Eager to Use the Illinois Central

The following letter was recently received from an employe now on leave of absence:

"Our successful efforts to maintain 'on time' schedules are bearing fruit and increasing the revenue.

"On a ——— train recently two traveling men were discussing the various roads, condemning several trunk lines and praising the Illinois Central. One said he had made two round trips to Memphis, and the train was on time all the way. The other, en route to ———, was anxious to return to Chicago the following afternoon to make an eastern connection. He said he intended to spend an extra dollar for interurban fare



Train No. 527 at Waterloo, Iowa; Engineer Hackett and Fireman Sciles.

from ——— to Champaign, so that he might ride the Illinois Central into Chicago, feeling certain the Illinois Central would be on time.

"Both also mentioned that the Illinois Central suffered less as a result of the strike, because the employes were more loyal than on other roads.

"I did not know either of these men (they were not railway men), but was much interested in their talk."



Chief Donovan's fire-fighting equipment

Hears Praises of Illinois Central Policy

By PAUL E. ODELL,
Office of General Superintendent
of Transportation, Chicago

The plan followed by President Markham in making his plain talks to the public and to employes about the problems of the railroad is winning a considerable amount of favorable comment for the Illinois Central System. Wherever I go I hear the plan talked about—at club luncheons, at dinner parties in the homes, at lunch counters and working around engines and freight trains. It goes without saying that the comment is entirely favorable.

I recently received a letter from J. F. Deems of West Burlington, Iowa, a personal friend of mine, who relates an experience that illustrates the attention attracted by the "Markham plan" of building a better relationship among management, employes and the public. The following excerpt from his letter will be of interest to the members of the Illinois Central System family:

"By the way, Paul, what are the details of the plan that the Illinois Central is putting on that I hear so much and so favorably about? On the train between Pittsburgh and Cleveland I heard two men discussing it rather animatedly, even though they were both on the affirmative side of the question. I gathered that it is a scheme Mr. Markham has inaugurated looking to a better understanding by and closer relations among the railroad, its employes and the public.

"If this is true, I know of no field that has been more neglected or is fraught with greater possibilities for all parties inter-

ested, and it should mean much to the Illinois Central to adopt such methods. You should feel proud to be connected with such a progressive institution.

"I am not unaware of the fact that sporadic attempts along this line have been made by other railroads, but somebody seemed to step on them before they got very far. I hope this will not be true of the Illinois Central's effort, as it appeals to me as the greatest opportunity open today to the line that gets in on the ground floor, and, like all opportunities, it is great because it is right.

"I could say a great deal on this, based on my many years of official railway life, but don't want to bore you; however, let me make one reference: What would you think of a large shop where piece work was being introduced and the workmen themselves made three-fourths of the piece prices, many of which were lower than the shop management would have put in? I know the reply of the cynic: 'The management didn't know its business.' But that's just a species of cheap self-laudation. It was merely a question of proper relations between men and management, and as I gather from the many favorable comments I hear that is just what Mr. Markham is trying to establish. More power to him!"

I think any employe is missing a bet if he or she doesn't take advantage of the opportunity to talk to the public, using the sentiment of President Markham, that we are partners and must work together. The Illinois Central System is great because the employes are working *with* the management, not merely *for* it.

Water Valley Celebrates Shop Expansion

October 5 Declared Holiday; Business Men and Employees Show Friendship Between City and Railroad

By A. D. CAULFIELD,
Superintendent, Mississippi Division

THURSDAY, October 5, 1922, was set aside as a holiday by the citizens and business men of Water Valley and vicinity and by the Illinois Central shop employees. The day was commemorated by a large picnic and barbecue held on Greener's Hill, just north of the Water Valley shops, where fully five thousand persons gathered and spent the entire day in jollification and pleasure.

The occasion was in celebration of general improvements in the Illinois Central shops of this place, where 85 per cent of the loyal employees held their hammers and remained at work when a national strike was called by the grand officers of the shopcrafts on July 1. Water Valley and many of the employees of the company had not forgotten the strike of 1911, from which the city and its citizenship had not fully recovered; realizing that capital and labor should co-operate on a 50-50 basis, the employees stood loyal to their positions, to their employers, to their families and to their friends.

The day was ideal. Beginning at 9:30 a. m., a parade was formed at the Illinois Central station, moving through the city to the northeastern part and to the picnic grounds. This parade was headed by W. F. Henry's local band, with more than thirty pieces, followed by many elaborately decorated automobiles and trucks, the rear being brought up by employees of the Water Valley shops on foot.

Showed Value of Shops

On arrival at the picnic grounds, H. H. Creekmore, who was master of ceremonies, delivered an excellent address of welcome. He dwelt especially on the good feeling existing between the city of Water Valley and the Illinois Central Railroad and its employees, pointing out the improvements in the shop yard, which enable the railroad to repair 100 additional cars at a time in the space provided, which necessarily causes the employment of a larger number of shopmen and increases the payroll of the Water Valley shop something like 100 per cent. He said that the amount of money paid out

by the railroad in wages at Water Valley to all employees, including the shopmen, aggregated something like \$1,500,000 a year, which, combined, represented more than the entire cotton crop of Yalobusha County, in which Water Valley is located. He then read letters of regret from the general officers in Chicago unable to be present, including President Markham's letter, which is herewith quoted:

"Your letter of September 25, inviting me to attend a celebration of the improvements made in the repair yards of the shops by

Mayor DeShon's Proclamation

State of Mississippi,
City of Water Valley.

October 2, 1922.

Know All Men by These Presents:

That, whereas the Illinois Central Railroad Company has made and is making extensive improvements in the Water Valley railway shops and is enlarging the extensive plant to almost double its former capacity, and

Whereas the improvements and enlarged plant mean the employment of a larger complement of laboring men, which will give lucrative employment to a large number of our citizens, and

Whereas the railway company by this act not only has demonstrated its faith in the co-operation and loyalty of the citizens of Water Valley and vicinity but has proved its "good will" and desire to help materially in the upbuilding and development of our city.

Now, therefore, in appreciation of what the railway company is doing for our city and community, its employees and the public in general, and to show that appreciation, it has been

Resolved, by employees, local railway officials and city officials that Thursday, October 5, 1922, be set apart and designated as a day of felicitation and celebration.

Every citizen is urged to attend this celebration and enjoy the festivities of the occasion.

I urge and request that all business houses, mills, offices and public institutions remain closed the entire day, and that it be made a day of rejoicing and pleasure.

F. B. DESHON,
Mayor.



The pie-eating contest on the band stand. It was delicious Mississippi sweet potato pie. The second contestant from the right won the prize.



*Scenes from
Parade,
Water Valley,
Miss.
October 5*



Scenes of the parade that formed at the station and moved through the city to the picnic grounds. W. F. Henry's band led and was followed by elaborately decorated automobiles and the employees of the Illinois Central shops on foot.

citizens of Water Valley and employes of this company, to be held October 5, has been received.

"Nothing would give me greater pleasure than to be present and take part in this celebration, but I regret my engagements are such that it will be impossible for me to do so. I want you and the other citizens of Water Valley and the employes of the Illinois Central to know that I appreciate this manifestation of your friendship just as much as if I were going to be fortunate enough to be with you in person. It is most gratifying to me to know that the citizens of Water Valley and the employes of this company are working together in such splendid harmony. This is the ideal condition, and it augurs well for the future of Water Valley, as well as for the railroad."

A Wonderful Barbecue Dinner

A nice program was arranged for the entertainment during the day by the committee on amusements, competitive prizes being offered.

Promptly at 1 o'clock dinner was served. Tables were arranged in two rows, extending 500 feet and heaped up with a wonderful spread. There were hundreds of baskets of cake, pies, chickens, cookies, pickles, etc., in addition to 3,000 pounds of barbecued beef, pork and mutton prepared by T. Davis and L. K. McNamee, under the direction of the barbecue committee, consisting of these two and T. V. Carr, an employe of the car department, who has an enviable reputation as a grand master in the art of arranging barbecues. Music was rendered throughout the day by Henry's band of Water Valley.

After dinner was served, Master of Ceremonies Creekmore introduced the speakers, the first being Thomas B. King, representative of the Chamber of Commerce of Memphis, a good roads enthusiast. Mr. King entertained the crowd something like an hour with his wit and humor, demonstrating the importance of improved highways as a necessary element of transportation for the rural sections of the state in handling their products to market. He also pointed out that improved highways in connection with the railroads were among the greatest investments of civilization and that, without the transportation facilities of the railroad, little could be accomplished for the rural sections in Mississippi, even if highways were constructed.

Next came George R. James, a prominent citizen of Memphis, who has been devoting much of his time for the last several years to advocating co-operation between the railroads and their employes and between the towns and the country, demonstrating the fact that only through co-operation and service can a community or state prosper. He also spoke of the importance of diversification. Instead of raising all cotton, farmers should plant something to eat, he said. Mr. James is no stranger in Water Valley, being personally known to many of the citizens.

Next came John M. Egan, general superintendent of the Southern Lines, who was formerly division superintendent at Water Valley. He was at home among his friends. Mr. Egan's address had a ring of optimism from start to finish. He spoke of the transportation problems of the present time and said that the employes of the Illinois Central were connected with one of the greatest railroads in the United States; that never in the history of this country had this railroad failed to measure up to the required standard in providing transportation. This applied especially, he said, during the late war, when transportation was so necessary in the handling of men and war material to carry on the great conflict. During that time, he said, the Mississippi division of this great railroad had functioned 100 per cent. In recent times this same division and the Water Valley shops have at all times kept up that standard of operation, and this is due in a large measure to the loyalty and co-operation of the employes of this division and at Water Valley with the division officers. He said that with the increased business of the company, the railroad was expanding each year, which necessarily brought about the enlargement of track, yard and shop facilities at nearly all points, and that while some of the through business through Water Valley over the so-called "old main line" was diverted a few years ago via the low grade route, on account of more economic operating conditions, with the increased business now confronting us it would not be very long before this division would again be called upon to handle about the same amount of business that was diverted.

Praised Citizenship of Employees

The last speaker of the evening was B. Leland of the firm of B. Leland & Company, Water Valley, who is one of its oldest citi-



IC-142154, which was rebuilt at Water Valley, and repair tracks at the shops there. The improvements in the shop yard provide space for the repair of 100 additional cars at a time. The shop force has been increased accordingly.



The roundhouse and new shop extension tracks at Water Valley. The main line is at the extreme right in the lower picture, and the repair tracks are toward the left. The shops are in the background at the right.

zens. Mr. Leland moved to Water Valley when a youth, more than fifty years ago, at which time Water Valley had a population of less than 200; now it has grown to a city of 6,000. Mr. Leland was in Water Valley when the first shops were located. At that time the Illinois Central was known as the Mississippi Central, extending from Cairo to Canton. Mr. Leland paid tribute to the loyalty and high type of citizenship of the railway employees and said that, of the railway men of nearly all classes whom he had known for more than fifty years, a large majority showed the highest type of citizenship.

The prize winners in the contests were:

Best decorated automobile—First, F. J. Monroe; second, W. T. Everett.

Best decorated truck—W. C. Vaughan.

Girls' foot race—Miss Gladys McMinn.

Boys' foot race, contestants less than 15 years old—Mitchell Cox.

Ladies' potato pie eating contest—Miss Alice Shields.

Egg race for children less than 10 years old—Mary Elizabeth Barber.

Ugliest man on the grounds—This contest was hotly contested among several, but the judges finally gave the prize to John Kihni, an Illinois Central employee, who wore home a new \$5 hat.

Girls' shoe race—Mary Earl Ware.



Scenes at the picnic on Greener's Hill, just north of the shops at Water Valley

Boys' sack race—Raymond Bray.

Ladies' race, all contestants more than 18 years old—Mrs. Rose Gaffney.

Pretty baby contest—Frances Groves.

Climbing greased pole—Raymond Bray. This young man, the son of J. L. Bray, shop employe, captured two prizes in the contests.

The committees which handled the celebration so successfully were made up as follows:

Master of ceremonies—H. H. Creekmore.

Arrangement committee—F. B. DeShon, mayor, chairman; R. S. Murray, John Sederholm, Earl Truett, Everett Bell, W. H. Goodwin, W. T. Trusty, J. T. Eldredge, W. H. Harvey.

Invitation and speaking committee—J. H. Wagner, chairman; A. D. Caulfield, M. L. Hays, B. Leland, S. R. Mauldin, J. L. Chapman, J. G. Bennett.

Finance committee—F. H. Monroe, chairman for shop; O. T. Hamner, chairman for city; W. H. Stevens, W. E. Garrett, W. H. Goodwin, Luther Thomas, M. D. Dickey, Ben Allen, John Hunter, C. C. Bennett,

J. B. Cowan, Joe McMillan, W. F. Henry, Fred Waldron, Haze Brister, R. R. Mauldin, W. A. Nolen, W. T. Trusty, N. W. Spangler.

Amusement committee—W. J. King, chairman; J. B. Atkinson, T. Q. Ellis, W. E. Hoyt, Mrs. Guy Dean, Mrs. H. Halliwell, Mrs. Ed Kennedy.

Barbecue committee—T. V. Carr, chairman; L. K. McNamee, T. Davis.

Publicity committee—R. R. Mauldin, chairman; B. Leland, L. C. Barber, W. A. Nolen, J. H. Wagner, W. S. Thornton, H. F. Collins.

Central committee—W. C. Kendricks, T. V. Carr, C. B. Whitehead.

Basket committee—Mrs. T. Q. Ellis, chairman; Mrs. W. A. Nolen, Mrs. W. J. King, Mrs. Fred Waldron, Mrs. J. T. Pritchard, Miss Mary Pate, Mrs. J. C. Cost, Miss Estelle Holcomb, Mrs. J. L. Bray.

Truck committee—T. O. Gore, chairman; J. R. McLarty, R. E. Byers, W. A. Nolen, O. T. Hamner, Ross & Company.

Music committee—J. G. Bennett, W. F. Henry.

Treasurer—T. E. Vick.

Secretary—R. R. Mauldin.

Colonel Egan Notes Patrons' Co-operation

"When it comes to co-operation, Memphis shippers and receivers of freight can always be counted upon," said Colonel A. H. Egan, general superintendent of the Yazoo & Mississippi Valley Railroad, in commenting on the work being accomplished in keeping freight cars moving.

A few days ago Colonel Egan sent out an S. O. S. call for co-operation among shippers, asking that the rules for loading and unloading cars of freight at Memphis and in this territory be confined to twenty-four hours. He says the response has been so general that it is now 100 per cent in Memphis and practically as good throughout the entire territory into which extends the Yazoo & Mississippi Valley as well as the Southern Lines of the Illinois Central.

"I never saw a more prompt rally to co-operation with the railroads than has been given in this movement," is the way Colonel Egan put it yesterday. "I want particularly to commend J. H. Townshend, secretary-manager of the Southern Hardwood Traffic Association. He called to see me about the handling of cars, and the response from lumbermen has been general and beneficial to the railroads."

Colonel Egan says, while the car shortage is becoming acute, the Yazoo & Mississippi Valley is maintaining a steady movement of cotton and cotton seed in the Mississippi delta. This has been accomplished by rushing 400 furniture cars, all in first-class condition, to handle these products.

All railroads entering Memphis yesterday were hard pressed to supply cars for local needs. In several instances, where a specified car was requested, the demand was greater than the supply. These conditions, it is announced, can only be improved by continuation of shippers to load and unload cars promptly.

Some shippers are complaining of a shortage in common labor, due, they say, to cotton picking. Pickers are being paid good prices for getting out cotton and have gone to the fields. This, say rail officials, is showing up in Memphis worse than at any point when it comes to quick handling of loaded cars.—Memphis (Tenn.) *Commercial Appeal*, October 5.

Money is a handmaiden if thou knowest how to use it; a mistress if thou knowest not.—HORACE.

Old Rails Used in Mexican Construction

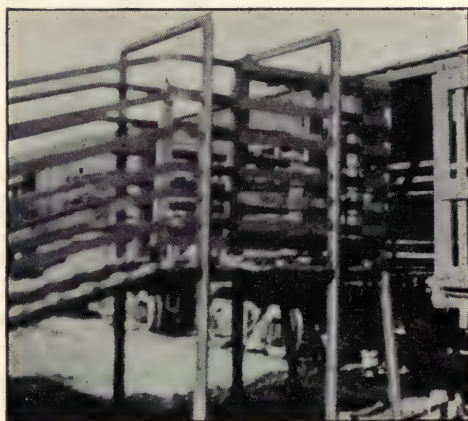
Fred Dean Smith Sends Us Some Notes of Railway Events at Tampico; Sees Old Illinois Central Locomotives

FRED DEAN SMITH, formerly an Illinois Central employe, now connected with the Pierce Oil Corporation and stationed at Tampico, Mexico, is one of the most reliable friends that the *Illinois Central Magazine* has. Although located far from his old haunts, he still keeps his interest in our railroad and finds time to send an occasional photograph and an item of interest to all railway employes and to Illinois Central people in particular. Under date of September 11 he writes:

"There is one magazine which I look forward to every month and whose failure to appear would certainly prove a great disappointment. I enjoy the *Illinois Central Magazine* almost as much as a letter from home, and from the looks of what remains after the rest of the gang get through it seems that others enjoy it, too. The September number, which has just arrived, I have read from cover to cover. I enjoyed especially the articles by W. A. Bradley on the lumber supply and by C. Chandler on the Missouri River bank protection at Council Bluffs, where I spent many a cold day on surveys.

"In order to give some of the old B. & B. foremen some new ideas on cattle yard construction, I am enclosing a few views of a stockyards which was recently put up by the National Railways of Mexico at

Tampico. The pen is about 180 feet long by 130 feet wide and has ten compartments, with three loading inclines. There are 210 brick posts in the yard, each of which would do credit to any respectable cemetery. For fencing, six rows of old 60- and 80-pound rails are used, making a total of about 110 tons of steel in the entire yard. Theoretically, this fence should hold in the meanest and ugliest old bull that ever stepped into the bull ring, and it should recommend itself to your bull fighting fireman on the Minnesota division. The inclines are also framed of old steel rails, as shown in



Loading incline built of rails



Not a cemetery, but a Mexican stockyards

one of the illustrations. Construction was started February 2 and finished May 20 at a cost of about \$9,000.

"The old Illinois Central locomotive is a familiar sight here in Mexico now. Nos. 35, 40, 46, 52 and 62 have regular runs with the (one only) limited passenger train between Tampico and Monterey, on the way to the States. The equipment of this crack train usually consists of one box car for express, one combination baggage and mail, two second-class cars, one first-class car, a Pullman combination baggage and buffet car and a Pullman sleeping car. The last two cars are through cars to Houston, Texas, by way of Brownsville and the Gulf Coast Lines.

"One of the pictures shows what a blessing one particular Illinois Central locomotive means to some people down here. Most of the domestic water supply is obtained from ponds or rain barrels or from



Public water supply at Tampico

an occasional leaking railway water main. In this case a benevolent engineer, together with an excess of water in the tank, insures a day's water supply to several families."

Cleanliness a Factor in Shop Efficiency

By L. GRIMES,

Master Mechanic, Jackson, Tenn.

The two fundamental factors, I believe, in the successful operation of railway shops are clean and orderly premises. It can be taken as axiomatic that when a shop fails in this respect there is a breaking down in efficiency, in economy and in the morale of the men. On the other hand, the manner in which material, tools and supplies are kept will convey to the casual observer a good idea of the manner in which other features of operation are being conducted.

I have had occasion to visit various railway shops, and I have observed that in every case where disorder was prevalent and uncleanness a chief characteristic one would invariably find engines and cars in a neglected condition, matched, as a rule, by defects in the equipment that would be parallel with the untidiness of the plant.

When shops look neat and clean it is a source of pleasure for the workman to spend his time there, but when trash and dirt are lying around on all sides, engine pits filled with debris, corners littered with scrap and everything covered with dust, he is inclined to look upon his work as drudgery and consequently turns out a slovenly job.

Those who are familiar with shop opera-

tion, I believe, will agree with the idea that those parts of the engine which are underneath (and which in order to reach one must go into the pit) demand the greatest attention on the part of the supervising force, for the reason that they are concealed; when the pits are dirty, having an accumulation of stagnant water, the employees who are required to look after this part of the engine enter the pits with reluctance, perform their work as quickly as possible and make an inadequate inspection or no inspection at all to determine if other parts need attention. Conversely, if the conditions underneath the engine are *not* repugnant, the character of work done is better and there is a greater probability of the inspection of other parts and the discovery and repair of other defects, which, if not detected, would possibly result in engine failures or acceleration of wear to reciprocal parts.

There is a natural inclination with the majority of people to "drift with the tide." Where surroundings evince extravagance, waste and carelessness, they unconsciously move in the same direction. They throw usable material into scrap piles and draw new material that is not needed (often more than is necessary to complete the work) and throw the surplus away.

Employees working around clean, tidy

shops often pick up small lumps of coal, discarded bolts, nuts, cotter keys, etc., and replace the coal on the tank and the material in proper receptacles. The manner in which it is done creates the impression that it is not merely a casual or haphazard action, but has really become a habit inspired or cultivated by the general atmosphere, and these little things, in the aggregate, represent a great amount of money to the company. Therefore, the spirit arising from the orderly condition of premises penetrates to all departments of the shop organization, including the offices, and, no doubt, beyond this, even to the homes.

Disorder not only creates a spirit of inefficiency but is productive of fire hazards, as greasy wastes, wornout overalls, scrap paper, etc., follow other material into obscure corners, and the accumulation, in the course of time, ignites either through spontaneous combustion or the careless dropping of a match.

The word "order" does not merely mean that material, tools, etc., should be kept in their proper places and the shop premises clean, but it extends itself into the adjustment of various parts of the car and engine so that they will function to the best possible advantage, and it follows that the object lesson conveyed to employes by orderly and clean surroundings is reflected in the mechanic's performance of his duty—repairing equipment, adjusting and maintaining tools, etc., to the highest degree of efficiency.

Regardless of how indifferent the management may be to the accumulation of scrap and dirt, there comes a time when it is absolutely necessary to have a general cleaning up. The cost of periodic cleaning is really in excess of money spent at the place where the premises are always kept neat and clean, for the reason that each individual at the latter place hesitates to throw waste material on the ground or in the corners, but disposes of it in the proper way, with practically no loss of time to himself or cost to the company. Each act of this kind is an encouragement to personal initiative and cleanliness, which, in other words, is conservation of material and labor.

As I am a member of the mechanical department of the Illinois Central System, it may be inappropriate on my part to mention the excellent accomplishments achieved by this department, but inasmuch as the achievements are freely admitted by em-

ployes in other departments on this railroad and compliments from other sources are continually being paid the Illinois Central for the excellent condition of its power and other features of operation, I think I may use this point in saying that in my opinion the condition is due in a great measure to the fact that order and cleanliness at Illinois Central shops are the outstanding features. Should the day ever come when an inspection of the shops of this company shows a departure from these characteristics, then we may rest assured that on that day we are departing from the principles which have enabled us to reach this high standard of operation.

NEW TIME FOR THE DIAMOND

The schedules of the Diamond Special—trains Nos. 17 and 18—between Chicago and St. Louis were shortened an hour and two minutes and an hour and ten minutes respectively September 24. Each train leaves its station at 11:30 p. m., an hour later than before. The new arrival at St. Louis is 7:23 a. m. and at Chicago 7:25 a. m.

The two trains make the same stops between Chicago and Clinton, except that No. 17 does not stop at Grand Crossing and will stop at Kensington and Harvey only to pick up passengers for Decatur, Springfield, East St. Louis and St. Louis. There are no stops scheduled between Clinton and St. Louis.

To serve the territory south of Clinton, new trains connect at Clinton with Nos. 17 and 18 and are operated via East St. Louis as outlined herewith:

No. 517		No. 518	
4:10 a.m.	Lv. Clinton	Ar. 2:00 a.m.	
5:18 a.m.	Ar. Springfield	Lv. 12:45 a.m.	
5:25 a.m.	Lv. Springfield	Ar. 12:30 a.m.	
8:18 a.m.	Ar. E. St. Louis	Ar. 9:48 p.m.	
8:38 a.m.	Ar. St. Louis	Lv. 9:30 p.m.	

Trains Nos. 517 and 518 make the same stops between Clinton and St. Louis that Nos. 17 and 18 formerly made.

Diamond Special trains Nos. 17 and 18 have the following equipment: baggage-express car, chair car, buffet-club car, sleeping cars between Chicago and Springfield, Chicago and Decatur, Chicago and St. Louis.

An attractive folder announcing the change in our Chicago-St. Louis service has been published by the passenger department.

When vice prevails and impious men bear sway, the post of honor is a private station.—ADDISON.

Rode 1,652 Miles to Give Pint of Blood

Kirk Perry, Former Employe, Came From Texas in Vain Attempt to Aid Half-Brother, Illinois Central Conductor

KIRK PERRY, former employe of the Illinois Central, traveled 1,652 miles from Del Rio, Texas, to Chicago the first part of September to give a pint of his blood in the effort to prolong and perhaps save the life of his half-brother, A. Giles Perry, a conductor on the Mississippi division. But Giles died at 4 a. m., October 17, at his father's home on a farm near Bradford, Tenn. His health had been failing since an attack of influenza in 1920. Death was due to pernicious anemia.

Kirk and Giles were reared together on a farm near Bradford. They played together, had differences, quarrels and even fought; but a true brother-love was never lacking. There were four boys and four girls in the Perry family, but these two boys stuck closer together than any of the others. They were together almost constantly during their youth. One always came to the aid of the other, no matter what trouble arose.

Giles was the older of the two. He entered the service of the company as a flagman on a bridge crew in 1897, when he was 22 years old. He served as a flagman about five years and then was promoted to conductor. While Giles was in that position, Kirk decided that he, too, wanted to start railroading. In 1907 he entered the service as a brakeman and made many trips with Giles.

About three years ago, Giles was promoted to extra passenger conductor. He served in passenger and freight service until November, 1921, when poor health forced him to stop working.

He went to the Illinois Central hospital at Paducah and had been there about six weeks when it was decided that transfusion of blood was the only thing that could possibly save his life. He was taken to the hospital in Chicago, where an operation was performed. A close friend contributed the blood, and Mr. Perry improved immediately. However, the improvement was not for long, and other transfusions were made. Five operations had been performed and the sixth was necessary when Kirk insisted that he be allowed to give his blood. His request was granted, and Giles said that he felt



Giles Perry



Kirk Perry

better after that operation the middle of September than he did after any of the previous ones. He returned to his father's home much stronger, but still unable to work. He was up and about until the evening of October 15, when he went to bed with a severe chill.

Since November, 1921, when he quit work, Giles had been a sicker man than he would believe, his many friends say. His determination to get well and to return to work gave him much of his strength.

Kirk, who returned to his work in Texas after he saw Giles improved from the operation, is now a conductor on the Southern Pacific Railroad, having resigned from the Illinois Central service after a little more than three years with our company. He was unable to leave his position in Texas to attend the funeral.

THE NECESSITY OF TOIL

This law of nature is that a certain quantity of work is necessary to produce a certain quantity of good, of any kind whatever. If you want knowledge, you must toil for it; if food, you must toil for it; and if pleasure, you must toil for it. But men do not acknowledge this law, or strive to evade it, hoping to get their knowledge and food and pleasure for nothing.—
JOHN RUSKIN.

Getting Close to the Onion at St. Ansgar

Farmers on Our Line in Northern Iowa Go Into This Crop and Find That It Makes Land Worth \$500 an Acre

LARGE, well-rounded, red, juicy, smelly onions are highly respected and regarded as fit subjects for discussion in the parlors or on the street corners of St. Ansgar, Iowa, on our Minnesota division. The residents there are interested in the production of onions. The soil in that locality is particularly adapted to the best development of the often-evaded vegetable, and everyone who has a small strip of land raises onions.

The residents talk onions morning, noon and night at St. Ansgar. When reference to the weather is made in a conversation, it is usually: "This is fine onion weather" or "This is not so good for the onions." A stranger in St. Ansgar is interested in the topic of general conversation there because he is not used to the frequent reference to onions, and his interest becomes greater when he is shown one of the splendid specimens that has been grown right in the city.

The red globe onion has been selected as the variety that is best in that locality. It is considered to be the most hardy onion and has been raised there extensively for the last thirty years.

Five Hundred Acres of Onions

The first large crop of onions of St. Ansgar was raised by a man who had moved there from a neighboring town. He recognized that the rich, black loam was about perfect for the production of Allium plants. His first crop brought good prices, and the following year other persons undertook to raise onions. Each year after



Dorothy Moeller, daughter of an onion grower at St. Ansgar, and her chum, Esther Hendrickson, have no horror of onions. Miss Moeller is at the right.

that has found an increased number of acres devoted to that purpose. This year about five hundred acres were planted. The largest field, consisting of 140 acres, was planted by F. J. Sedlacek.

It has been estimated that 20,000,000 pounds of onions will be shipped out of St. Ansgar this season. That will require the use of 800 cars to carry 250 100-pound sacks of onions each. The acreage in onions was nearly doubled this year, and the yield was from 100 to 200 bushels more to the acre than in previous years. The average production has been about 500 bushels to the acre. Forty cars were shipped out in August, and about one hundred in September. The movement will continue until late spring,



A field of onions at St. Ansgar, Iowa

Onions are planted the first part of May. Rows are made twelve inches apart, and the seeds are planted one at a time one inch apart. After the seeds have been in the ground about ten days, the sprouts begin to peep through. Cultivating and weeding by hand then start, and the work continues until the crop is ready to be gathered. When the bulbs have matured, the hand cultivator is converted into a lifter which, when run along the rows, cuts the roots and lifts the onions from the ground. They are then gathered, topped and placed in 1-bushel crates on the field to dry. A machine is sometimes used for the topping, but the bulbs are often bruised as the tops are rolled off; so topping is usually done by hand. After the onions have been in the crates about a week, they are screened and placed in 100-pound sacks according to their size.

Onion Shipping Begins in August

The first onions are usually shipped along the first of August. Some that have been raised from plants mature as early as the middle of July, but the early onions are not so much in demand as the later ones, and consequently do not bring so good a price.

There is no limit to the number of crops of onions that can be raised on one piece of ground, the growers of St. Ansgar say. Unlike other crops, onions do not have to be rotated with something else. However, they need plenty of rain, since the bulb is about 95 per cent water.

After onions have been raised for four or five years on a plot of ground, weeds become scarce. That is due to the careful weeding that is done while the onions are growing.

The greatest difficulty the onion growers



Loading onions at St. Ansgar

at St. Ansgar have is the high wind, which threatens to blow away the rich top soil. As prevention, some of the owners of the smaller fields sow them down in grass in order that the thick roots will hold the soil.

Last year the onions of St. Ansgar sold for as high as \$6 a hundred pounds. That is largely the reason for the great increase in acreage this year, it is said. The price this year is expected to be more like normal, a little more than \$1 a hundred pounds. Late winter and early spring onions often sell as high as \$8 a hundred pounds. The larger onions bring the best prices.

Land Sells as High as \$1,000 an Acre

The onions are shipped from the field until the first frost; then they are put into storage houses and shipped out as fast as cars are supplied. From 250 to 300 100-pound sacks are placed in each car. There are three large onion storage houses at St. Ansgar. A new one was built this year to take care of the increased production.

The cars that are loaded at St. Ansgar are usually sent to St. Louis, Kansas City and Freeport, where they are reconsigned to points in various parts of the central and southern states. Texas, which has a repu-



Onions crated and left in field to dry

tation as an onion state, receives onions from St. Ansgar, Iowa.

Onion land at St. Ansgar is now worth



The Illinois Central station force at St. Ansgar, Iowa. Those in the picture, left to right, are: L. E. Moeller and J. W. Dean, helpers; H. T. Driscoll, operator; F. E. Conca, agent.

A Big Month at St. Ansgar

The busiest place in town this season of the year is around the Illinois Central Railroad station, and this year is an exceptionally busy one. Last week the *Enterprise* had an account of twenty-seven cars being loaded to truck crops in one day. The record for the month was 204 cars, as follows:

Cabbage	25 cars
Onions	97 cars
Potatoes	74 cars
Mixed vegetables	8 cars

Last year the shipments were only a little more than one-fourth as great, being one car of cabbage, fifteen cars of potatoes and forty-one cars of onions.

This makes a vast amount of work for the depot force. For, while they have nearly four times the business of a year ago, they have just the same amount of help, and it keeps them jumping sideways and working early and late to handle the business. What makes it worse is the fact that, while more cars have been secured than ever before, not nearly so many cars were furnished as shippers wanted on some days, and some were apt to feel they were not getting their share. In order to handle this feature of the matter, Agent Conca keeps a record which shows exactly the number of cars ordered by each person and the number furnished. But it is not an easy matter to handle on days when four or five cars are wanted for every one furnished. Considering the general car shortage over the country, the Illinois Central has certainly done splendidly in giving this station as many cars as it has.—St. Ansgar (Iowa) *Enterprise*, October 4.



A St. Ansgar cabbage field

more than \$500 an acre, and some has sold as high as \$1,000 an acre.

F. E. Conca is the Illinois Central agent at St. Ansgar. He has handled the shipments of onions out of there for the last six years. He entered the service in 1905 as agent at Robins, Iowa, and was agent and operator at various places until 1916, when he was sent to St. Ansgar.

HE THAT RULETH HIS SPIRIT

When you give someone a piece of your mind—

You are handing out something that no one wants—

You are giving something that will bring no value in return—

You are making investments in hatred that will never serve you well—

Explosions of temper may give a fancied relief—

But not from the back fire that will come in time—

Not from the loss of good will that no one can live rightly without—

Not from pent-up ill feelings that will try to get even with you—

A cool head gives a clear eye and a steady voice—

And clear eyes and a steady voice command respect—

And without respect our little success is quite an empty thing—

No man wants to boost the grouch—

No man offers aid many times to the one who flies to pieces—

And says whatever he happens to think—

Temper indicates weakness, not strength—

It reflects discredit on the pilot of the mind—

It indicates that no one controls the very home of the soul.—FORBES.

More Than 90, but They Can Ride Horses

Two Mississippi Great-Great-Grandmothers Give Good Exhibition at Tate County Fair at Senatobia

MRS. MARY SOLOMON, 95, of Coldwater, Miss., and Mrs. Demaris Yarbrough, 91, of Senatobia, Miss., surprised those who attended the Tate County Fair at Senatobia, on October 12 when they entered the ladies' riding contest. Although both are great-great-grandmothers and nearing the century mark, they rode their mounts with as much ease and grace as any of the younger entrants. Each received a \$5 gold piece for her remarkable skill as a horsewoman.

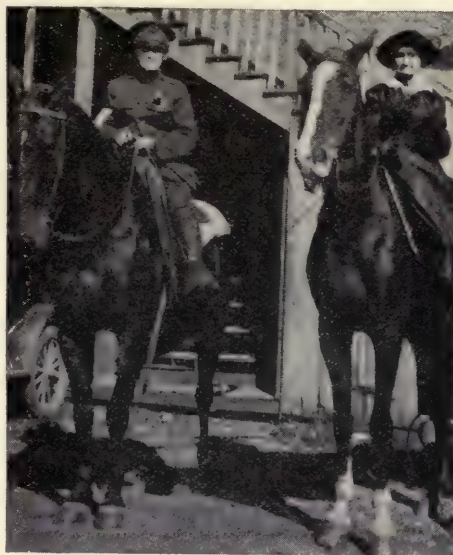
Mrs. Solomon says that she cannot remember when she could not ride a horse. When she was a child 4 or 5 years old, she used to ride to church on horseback behind her father, and she says that she danced many a jig standing up behind her father. But she was not allowed to have a horse of her own until she was a little older. By the time she was 13 she could manage a horse as well as many men and made several trips through the Tennessee wilderness that had been vacated by the Indians only a few years. When a trip was to be made by the family, she says, she refused to ride in the carriage, claiming that it gave her a headache. On this complaint, she was always granted the privilege of riding her horse, and she says that she could easily keep up with the rest.

Tennessee was a beautiful country, with wild grape and pea vines growing everywhere, she says, and the stock kept as fat as butter-balls.

Rode to School on Horseback

When she was 15 years old, she went from Bolivar, Tenn., to Smithland, Ky., to attend school. There were no railroads there in those days. Trips were either made on horseback or in closed wagons. She rode her pony, carried enough clothes to last her a year, she says, and was on the road about a week. Each night she stopped at a house to rest. But she was not alone on this trip. There were several relatives in the party.

Mrs. Solomon says that she would like to see the young woman who could carry enough clothes on horseback to last her a year nowadays. Her experience has been that they take a trunkful of clothes off to



Mrs. Yarbrough (on the left) and Mrs. Solomon at the Tate County Fair

school and then keep the mails hot with requests for more.

Mrs. Solomon has always ridden a horse side-saddle. She says that she was taught that ladies should ride that way, and she does not intend to change her ideas with time. When the request came for her to ride at the fair, she eagerly accepted it for two reasons—to show the people that she was still able to ride and to show the young ladies how they rode in her girlhood days.

Rides Only on a Side-Saddle

A side-saddle has found for her after a long and tiresome search. She had disposed of her own. On the day of the event, she sprang to her horse with the ease that she did in former years and handled him just as masterfully. She wore a riding habit that had been modeled after the ones worn in her early days.

When she heard that Mrs. Yarbrough was to ride the modern way, like a man, Mrs. Solomon says that she at first refused to ride by her side, but coaxing won her over.

Mrs. Solomon rode horseback at the Hernando fair in 1919 and received so much publicity over the occasion that she said she decided right then and there not to ride

any more. She didn't care for so much notice. Then when a friend learned that she was to ride at the Senatobia fair, she asked Mrs. Solomon if she was not afraid of getting the "big-head" over so much honor.

"No!" Mrs. Solomon declared. "I am used to being honored. My husband honored me, and my children all honor me."

Also Learned to Ride as a Girl

Mrs. Yarbrough was not such a constant horseback rider in her youth as Mrs. Solomon, but she always rode a great deal. She was not trusted alone on a horse until she was about 15. Her first experience with horses was also behind her father.

She says that she and her brother used to ride horseback to visit an aunt who lived about seven miles from their home. They would always start their journey in a slow trot and keep that pace until they were out of sight of their home, then turn their horses loose. She, too, always rode side-saddle until the Senatobia fair.

The suggestion that she ride at the fair came when she was enjoying her ninety-first birthday dinner on September 29. She said that when someone expressed the opinion that she would not be able to ride any more, it made her determined to do so. She wanted to prove to them that she could. She immediately sent a communication to Mrs. Solomon, a life-long friend, and arrangements were made.

Both Are Great-Great-Grandmothers

Mrs. Solomon was the oldest of nine children in her family, and she is the only one now living. She was married when she was 17 years old and is the mother of fourteen children. Nine of her children grew up, and seven of them are still alive. The oldest one is now 77 years old. She has thirty-six grandchildren, the oldest of whom is about 50; twenty-two great-grandchildren, the oldest one 30; and one 3-year-old great-grandchild.

Mrs. Yarbrough has three sisters, two half-brothers and one half-sister living. Their ages range from 84 to 70. She was married when she was 20 years old and is the mother of five children, all of whom are living. She had sixteen grandchildren, the oldest 42; fifteen great-grandchildren, the oldest 22; and two great-great-grandchildren whose ages are 3 and 1.

Both of these women have good, clear eyes, and seem to have perfect vision. When a clipping of small print was handed to

Mrs. Solomon, she read it easily without the aid of spectacles, while a granddaughter was compelled to hunt her glasses to see what was on the paper. Mrs. Solomon has not used spectacles for more than twenty years.

A LOSS TO US ALL



T. A. Langlois

The death of T. A. Langlois on Friday, August 22, at his home, 5024 South Aberdeen Street, Chicago, was a shock to his many friends.

Mr. Langlois was in the service of the Illinois Central about sixteen years and until four years ago was secretary to the late A. S. Baldwin, then chief engineer, when he was promoted to the position of assistant chief clerk, a position he held at the time of his death.

The large number of floral offerings at the funeral signified the many friends Mr. Langlois had made during his lifetime. His wife and family lose a good husband and father, and he will be greatly missed by all who knew him.

W. J. Garrity, formerly chief clerk to the engineer of bridges, was named to succeed Mr. Langlois, but has since been assigned to the general manager's office. A. M. Campbell is now assistant chief clerk in the engineering department.

T. W. Place, Western Lines Veteran, Dies

Pensioned Master Mechanic Was an Old-Time Engineer and Prominent in Waterloo, Iowa, Civic Circles

THOMAS W. PLACE, the grand old man of our Western Lines, who saw the whole history of our service west of Dubuque from its inception in 1857 to the present time, died at his home, 312 High Street, Waterloo, Iowa, at 12:30 a. m., October 9, at the age of 89. Sturdy of frame and mentally alert, he kept his faculties to the last. He had enjoyed good health until only a few months ago, and he was bedfast only about two weeks.

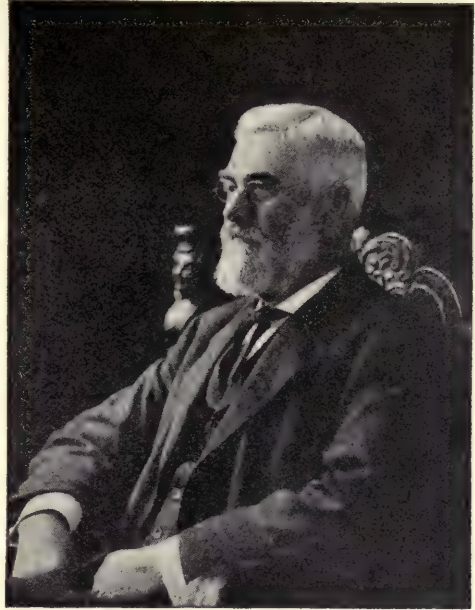
Mr. Place, as an engineer, handled the engine that pulled the first train west from Dubuque, on the old Dubuque & Pacific, later the Dubuque & Sioux City and now the Illinois Central, May 11, 1857—more than sixty-five years ago. Four years later he became master mechanic of the road, and held that position when the shops were moved from Dubuque to their present location at Waterloo in 1870. He remained as master mechanic until retired on pension in 1901. For fifty-two years he was prominent in the civic, business and religious activities of Waterloo.

Prominent in Waterloo Activities

After moving to Waterloo Mr. Place took an active interest in civic affairs during the early years of the city's development. He was a member of the east district board of education from 1876 to 1885, and served on the city council in 1872, 1877, 1878, 1879 and 1880. He was a member of the Masonic order, I. O. O. F. and several railway organizations.

Mr. Place was a churchman of the old school. He was one of the incorporators of Christ Episcopal parish at Waterloo in 1881 and became a vestryman and junior warden at the first meeting of the society. For forty-one consecutive years he was re-elected vestryman and named warden, advancing to senior warden about twenty years ago.

"His long connection with railway affairs, during the years when he drove the old-time engines over hitherto untraveled sections of Iowa, and his long service as master mechanic in the shops, as well as those years of quiet life since his retirement, won for Mr. Place the confidence and personal



Thomas W. Place

esteem of thousands of rail workers, officials and citizens," said the Waterloo *Evening Courier* of October 9. "He saw and aided in the development of railroading in all its mechanical branches. His career embraced the romance of steam railway operation."

Was Native of New Hampshire

Thomas Wheelock Place was born at Acworth, Sullivan County, N. H., January 2, 1833, the son of Ebenezer and Polly Place. His father died when he was 3 years old and his mother in Waterloo in 1874.

Mr. Place remained on the home farm until he was 17 years old and attended district school in Sullivan County. He then entered the employ of Parks & Woolson, Springfield, Vt., manufacturers of machinery for finishing woolen goods. With them he learned the machinist's trade, continuing with them until 1852, when he was employed in the locomotive works at Boston, Mass. The following year he entered railway training.

In 1853 Mr. Place became a locomotive fireman on the Northern Railroad of New Hampshire, later the Boston & Maine Rail-

road. In January, 1854, he went west, stopping at Chicago, where he entered service with the Chicago & Aurora Railroad, now part of the C., B. & Q., as machinist. The following April he became a locomotive engineer on the Chicago division of the Illinois Central lines.

In 1856 he moved to Dubuque, where he became an engineer with the Dubuque & Pacific. May 11, 1857, Mr. Place ran the first passenger train west of Dubuque.

Forty Years as Master Mechanic

In 1859 Mr. Place was made foreman of the engine repair shop of the Dubuque & Pacific, and in May, 1860, he accepted a similar position with the Chicago & Alton at Joliet, Ill. September 1, 1861, he became master mechanic of the Dubuque & Sioux City, which was the successor to the Dubuque & Pacific. The shops then were located in Dubuque.

In the fall of 1867 the Dubuque & Sioux City Railroad was merged with the Illinois Central, and Mr. Place was retained as master mechanic under the new arrangement. In November, 1870, the shops were removed to Waterloo.

Mr. Place remained as master mechanic until November 1, 1901, when he was retired under pension regulations. That he was permitted to enjoy good health for more than twenty years after retiring from service at 69 is a record attained by few.

The esteem in which he was held by the shopmen of his regime is evidenced by the fact they presented him a horse and buggy when he retired. This was before the automobile became popular.

Leaves Widow and Four Sons

July 24, 1860, Mr. Place was married at Julien, Dubuque County, to Miss Mary Josephine Myers, who survives him. For nearly half a century they occupied the residence on High Street, Waterloo, one of the few spots in the city where the march of progress has not been permitted to curtail old-fashioned, spacious grounds nor mar the beauty of garden, trees and lawn.

Four sons were born to Mr. and Mrs. Place, all of whom survive. They are James William, St. Louis, Mo.; Frederick E., Chicago; Augustus M. and Dorrence M., Waterloo.

Impressive services marked the last rites for Mr. Place at Christ Episcopal Church, Waterloo, Wednesday afternoon, October 11. A large concourse of friends attended the service, the funeral being one of the largest

ever held in Waterloo. Floral tributes from the Illinois Central System, men in railway circles, prominent churchmen and scores of floral pieces from friends throughout that part of Iowa were banked about the casket.

The Rev. E. B. Mounsey, pastor of Christ Episcopal Church, was in charge of the service, and was assisted by Bishop Harry Longley, Des Moines, and the Rev. Thomas Horton, St. Mark's Episcopal Church, Waterloo. Dr. John Lysart, Dubuque, and the Rev. Mr. Hornsby, Independence, were also present. Burial was in Fairview Cemetery, Waterloo.

Editorial Tribute to Mr. Place

The *Waterloo Tribune* of October 11 carried the following editorial tribute to the memory of Mr. Place:

"Almost to the end of his life—nearly 90 years—Thomas W. Place remained in full possession of his faculties. He was mentally alert, taking keen interest in the progress of the day. Physically, he was strong and active. Only within the past few months was there sign of weakening.

"Just now the Rock Island Railroad is celebrating its seventy years. Seventy years ago the first railroad was built west of Chicago. It was not until 1855 that the first rail of a railroad was laid west of the Mississippi. In 1856 this railroad, crossing the river at Davenport, reached Iowa City.

"Thomas W. Place, machinist and engineer, arrived in Chicago in 1854, when beyond that city there was little but undeveloped prairie. He reached Dubuque in 1856, following almost the first rails out of Chicago. The Rock Island lines were ahead of Mr. Place only a year. What is now the Illinois Central was called the Dubuque & Pacific. The road was destined for the Far West. California gold was the attraction. The '49ers were reaping the fruits of their discovery. Railroads were racing to them—some of the money being supplied from California. Then came the panic of 1857. Before complete recovery, came the Civil War, and railway work was delayed.

"When Mr. Place arrived in Dubuque, it was the chief city of Iowa. The railroad did not reach Des Moines until ten years afterward. The government was seeking settlers for Iowa land at \$1.25, or so, per acre. Wonderful Iowa has been built up since Thomas W. Place reached manhood. He saw it all. He saw that \$1.25 land sell for \$400 and more per acre. He saw school-houses and churches built and towns and

Length of Road *One Hundred* Miles



Brownie on duty and off duty at Dubuque

and then he runs to meet the engine. He greets the train with a yelp, stops suddenly just in time to keep from being hit, turns, runs alongside the front wheels of the engine and thus warns the persons on the platform of danger if they are standing too close to the moving train. When the engine comes to a full stop, Brownie turns, looks about to see that all is well and returns to his shady spot to resume his nap.

No one seems to know where Brownie came from or how long he has been at Dubuque. More or less like Topsy, he "just grewed." It is impossible to tell what kind of dog Brownie is, but it is thought that some place back in the line of his ancestors there was an airedale, for Brownie has a curly back. He is gentle and kind-hearted, but as independent as a homeless dog dares be.

Brownie has an army of friends among the employes at Dubuque, and he keeps them all devoted to him by treating each one to the same amount of affection. Democracy is his principle. He never allows any one person to take up too much of his time. The result is that the employes are always eager for a chance to pet him, and

they never grow tired of his company. His code of life makes him appear exceedingly independent at times. He has been known to pass his best friends on the street without recognizing them. But they only smile on such occasion and save Brownie the scraps from their lunches on those days the same as on all others.

Occasionally Brownie tires of Dubuque. At such times he hops into a baggage car and rides to one of the stations farther along the line. He may stay away a day or a week, but he always returns to Dubuque the same way he left. One of the Dubuque employes went to Freeport on company business one day and found Brownie at the station in that city. Recognition was mutual, it was said.

Brownie is partial to the Illinois Central, but there are times when he goes for a short ride on one of the other roads running into Dubuque.

It seems that Brownie is welcome wherever he may be. Employes miss him when he is away from the station at Dubuque.

There is always room for a man of force, and he makes room for many.—EMERSON.

Transportation Problems of 1922 Outlined

President Markham Tells Farm Equipment Manufacturers That Possibilities of Railroads Are Unlimited

The following address on "The Transportation Problems of 1922" was made by President C. H. Markham before the members of the National Association of Farm Equipment Manufacturers in session in Chicago October 18.

THE sustained welfare and prosperity of the farm implement business—and, in fact, of all business—depend upon having a national system of strong, efficient railroads, able to furnish their patrons at all times ample transportation service.

The importance of having railroads able to serve the public adequately and efficiently is forcibly impressed upon us just at this time by the sudden revival of business activity following a prolonged period of depression. A few months ago the railroads found it difficult to provide storage space for idle equipment, and now they are hard pressed to supply all the cars needed for the transportation of coal, farm products, building and construction materials, and other commodities. It is certain business will continue to be good and railway traffic heavy this fall and winter, and that there will be some unavoidable inconvenience to shippers. However, if the public will be patient, realizing the handicaps under which the railroads are struggling, and will be liberal with its support and co-operation, I believe we can go through the winter without serious distress. The railroads, you may rest assured, will do their utmost with their limited facilities.

Ordinarily, fall and winter supplies of bituminous coal are partly laid in during the summer, before the heavy season of railway traffic occasioned by winter and the movement of farm products begins. Last summer, however, the unionized bituminous mines were inactive for practically five months, and as a result a heavy coal traffic is thrown upon the railroads at a period of the year when other traffic, under normal conditions, is at its height.

Considerable Increase in Crops

The bulk of the enormous crops which the farmers of the United States have raised this year as their contribution to a season of plenty will be marketed during the next few months. The Department of Agricul-

ture has estimated that the country's fourteen leading farm crops this year are valued at \$7,134,654,000, as compared with \$5,935,861,000 in 1921, an increase of about \$1,200,000,000. Moreover the 1922 farm crop has been put into the ground and brought along to harvest at materially reduced costs, as compared with the last few years, which means that, at prevailing prices, the farmers bid fair to make profits that can be spent in the purchase of goods. All the leading crops are expected to be larger in bulk than last year, with the exception of corn, which, however, promises to make a good crop. Cotton lost ground during the late summer, due to the drouth and the boll weevil, and, since there was a small carry-over from last year, the cotton trade is expecting a shortage of cotton during the next year. However, conditions in the South have improved substantially over what they were during the last two years. The South is being gradually weaned from its dependence upon cotton for its "money crop," and the production of livestock, dairy products, grains, hay, fruits and vegetables is proving the economic salvation of that part of the country.

Industry generally has been getting back to normal after the long depression, although its return has been interrupted by strikes. As is always the case with strikes, they have caused not only voluntary idleness in the industries in which they have occurred, but other workers have been made idle by the restricted buying power of their fellow workers. Now, however, the industrial skies are clearing, and I believe we shall find the employment situation improving constantly.

A year ago, when the railroads were in a position to provide more transportation service than their patrons demanded, there was widespread agitation for lower rates, although the railroads as a whole were not earning their dividends. The demand for lower rates was so insistent that the Interstate Commerce Commission ordered reductions in rates which, together with the reductions voluntarily made by the railroads, amounted to about \$400,000,000 annually, based upon the amount of traffic handled in 1921. When this agitation for reduced

rates was going on the public gave little thought to the need for getting the railway machinery of the country into shape to handle the rush of business that was certain to follow the depression. Now that the railroads are straining every nerve to provide the transportation service demanded by the increased flow of business, I predict that we shall hear little agitation for lower rates and a great deal of agitation for more railway facilities and equipment.

Trend of Business Hard to Predict

The business of the country increases periodically, although the increase is very irregular and marked by wide fluctuations. The freight traffic of our railroads in 1921, for example, was less than in any year since 1915, a falling off from the traffic of 1920 of about 25 per cent. It is difficult to draw a line on the chart of business and predict that business will increase at a given rate. In the decade from 1890 to 1900 the freight traffic of the railroads increased 86 per cent, in the decade of 1900 to 1910 80 per cent, and in the decade of 1910 to 1920 62 per cent.

One thing is certain: The capacity of the railroads to handle the business of the country must be increased constantly, regardless of temporary fluctuations in traffic, or else there will be constantly recurring periods such as the present one in which the transportation machinery of the country is overloaded. No machine functions as well when it is overloaded as when it is carrying no more than its capacity, and the transportation machine is no exception. When just one more car or one more locomotive is needed than is available, the whole machinery of the railroad slows up. The shipper whose wants cannot be satisfied promptly is inconvenienced, and many other shippers are inconvenienced. The problem of railway management is to provide the right amount of cars, motive power, terminals and other facilities and equipment to handle the peak load of business without undue strain, and without, on the other hand, creating an over-supply.

The railroads have been handicapped by adverse conditions in carrying out their program for keeping facilities and equipment up to the needs of the country. They began falling behind several years before the World War, when rates were so low that earnings were depressed and investors were driven to other markets. Railway men, seeing what was coming, warned the public of the danger of a continued restrictive

policy and its effect upon railway development. In an address delivered in 1912, the late James J. Hill called public attention to the fact that investors were being driven out of the railway market by a policy of strangulation against the railroads. He declared then that the natural material growth of the country would create a chronic transportation congestion unless this policy were abandoned and the railroads were permitted to earn enough money to pay principal and interest on investments made for enlarging and improving railway facilities and equipment.

Whether or not heed was paid to this warning is shown by the figures on the number of miles of new track built each year since then. In 1912, the year in which Mr. Hill's address was made, the railroads built 4,212 miles of new track—that is, including all track, not merely new lines. In the following year, 1913, they built 4,467 miles. Since then there has been an almost steady decline, and during the last four years they have built an average of only 933 miles a year. Moreover, since 1916 the number of miles of track abandoned each year has exceeded the number of miles of new track built.

Building of Equipment Decreased

The rate at which new equipment has been installed has likewise fallen off in recent years. For about a decade preceding the war, when the earnings of the railroads were kept down by low rates, and they were not enabled to secure the capital needed for extensions and improvements, they did not provide themselves with new equipment as rapidly as the growth of the country demanded. During the last four years, however, they have not even been purchasing as much equipment as before the war.

During the ten years ending with 1917, the railroads installed an average of 2,677 locomotives each year, of which 1,696 went to take the places of engines that were sent to the scrap heap. During the last four years, however, they have added an average of only 1,772 locomotives a year, or only 76 more than they formerly sent to the scrap heap each year. During the last four years the rate at which locomotives have been retired from service dropped to an average of 1,073 a year, which means that the railroads, in order to handle the business of the country, have had to keep in service locomotives that should have been placed on the retired list.

The same is true of other kinds of equipment. During the ten years ending with 1917 the railroads added an average of 120,254 freight cars a year and retired 82,416 a year, while during the last four years they have been able to add an average of only 59,740 a year and retire an average of only 59,258 a year. In the ten years ending with 1917 the railroads each year sent an average of 1,713 passenger cars to the scrap heap and put 2,770 new ones in service, but during the last four years they have added only 1,168 new ones a year and retired only 821 a year.

Rate of Return Set at 5½ Per Cent

When the period of federal control came to an end, the Transportation Act, under which the railroads have been operated since that time, provided that freight and passenger rates should be based upon their estimated power to earn for the railroads as a whole an annual net operating income of 5½ per cent upon tentative valuation, to which an additional ½ per cent could be added to provide for additional facilities and equipment. This rate was to extend for two years, or until March 1, 1922, after which time the Interstate Commerce Commission was to determine what should be a fair and reasonable rate of return. The Commission this year decided upon 5½ per cent upon tentative valuation as fair and reasonable, and rates were revised based upon their estimated power to earn a net operating income at that rate.

These were estimated earnings. As a matter of fact, the net operating income of the railroads in 1921, instead of being 6 per cent upon their tentative valuation, was only 3.31 per cent, which was just about sufficient to pay their rentals and interest charges, leaving nothing for dividends to the owners of the property or for additions and betterments. And in this year, in two months of which the railroads were supposed to realize a net operating income at the annual rate of 6 per cent, and since then at 5½ per cent, earnings have been constantly below the estimate. For the first seven months of 1922 their net operating income was equivalent to an annual rate of 4.36 per cent upon tentative valuation. In other words, they failed by about \$156,800,000 to realize a net operating income at the 6 per cent rate.

Railway Investment Market Improves

The revenues of the railroads will be increased as traffic continues to grow, and the

financial reports of the railroads this fall and winter probably will be materially improved. In anticipation of this increase, the market for railway investments has already picked up, and since the first of this year the railroads have been making more extensive investments. During the nine months of January 1 to September 30 this year the railroads placed orders for 1,649 locomotives, which was more than seven times the number ordered during the whole of last year; 112,920 freight cars, which was nearly five times the number ordered during the whole of 1921, and 1,437 passenger cars, which was about six times the number ordered in 1921.

It is to the interest of every man engaged in gainful occupation that the railroads shall be permitted to expand as the business of the country expands. In order to do this, they must be allowed to adjust their freight and passenger rates, the rates of pay of their employees and the other items of income and outgo so that their net earnings will be sufficient to attract investors to railway securities.

It has become practically impossible for the railroads to make substantial improvements in and additions to their plants from surplus earnings for the very fact that under regulated rates surpluses do not accumulate. The railroads have been forced to give their patrons the immediate rather than the deferred benefits of the economies which have been made in railway operation, constantly accepting reduced rates and financing additions and betterments with borrowed money. That tendency to lower rates was interrupted by the increased cost of labor, materials and supplies brought about by the war, but it is an undisputed fact that prior to the war American railway rates were the lowest and American railway service was the best in the world. I believe American railway service is still the best in the world, and I believe the constant effecting of economies and readjustment of labor and other costs will again work about to make American railway rates the lowest in the world, if they are not the lowest at present.

Service Rests With the People

The American people can have whatever kind of railway service they want and are willing to provide for. Practically every phase of railway management and operation

(Continued on page 105)

They Practice and Preach Owning a Home

Chicago Employees Find That Their Sacrifices Are Well Worth While When the Results Are Considered

By **ROBERT HOOK,**

Flagman, Chicago Terminal

TO OWN your own home is surely a comfort for a man like myself, with a moderate salary as a flagman on the Illinois Central for the last ten years. But it is not what you earn; it is what you save.

The first thing is make up your mind that you really want a home; then go after it. It means a lot of real, earnest, hard work for a few years. It means you cannot enjoy all the good shows or a lot of fine clothing. It means you must practice economy.

We wanted a nice home, but we found we could not pay rent and save, too; so we thought it best to pay rent to ourselves. We paid out rent just as if we did not own our own home, and, with the rent from upstairs, we were always ready when our notes came due.

We never hired any work done. We managed to do everything ourselves, thus cutting out all decorating and other expenses.

In two and a half years we managed to save \$2,500, and in the four and a half years we have been married we have saved nearly \$5,000. With the little cash we had on hand, we got along very nicely. Now we can enjoy the comforts of our own nice home at 1450 East 71st Place and a nice income from it.



Mr. and Mrs. Robert Hook

I can sincerely say, with the little discomforts we had to endure, it surely is worth the effort of anyone who cares to own his own home to get right down and practice thrift and good management.

Previous to our marriage, Mrs. Hook was employed by the Illinois Central in the ticket receiver's office at Randolph Street, Chicago; so it can be seen that our success is the result of good Illinois Central co-operation.

Build Your Own Home

By **FRANK SANDERS,**

Signal Department, Chicago Terminal

My advice to the married wage earner is to build outside the city and avoid high rent and taxes.

I've paid rent for city flats and houses, and thirteen months ago I was forced (my wife being taken away on account of a mental breakdown) to choose between storing my furniture and renting a room for myself or building a home of my own to put the furniture in, thus saving storage and having a room also. So I chose building. I had a lot in Riverdale, Ill., just out-



The Hook residence

side Chicago, on the Illinois Central main line. This lot was 35 by 100 feet and valued at \$200. I made a small loan, figured out the material and built the home myself after my regular hours on the Illinois Central. The only money spent for outside help was \$64.50, which covered water brought to the front of the house, gas brought into the basement, a sewer connection and labor to help set twelve 7-foot foundation posts.

The house has a living room, bedroom, kitchen, dining room and bathroom.

The ground is of clay formation, and I have the basement in full size, with a cinder floor. A concrete wall will be my next move, and after that an addition to the house.

No expensive inside finish was used. The house has yellow pine trim, heavy plaster board nailed to studs, joints cemented, and painted. The roof and sides down to the bottom of the windows have 4-in-1 red asphalt shingles over ship-lap, which eliminates paint. I used beveled siding from the shingles down to the floor level and matched lumber from the floor level down to the ground level.

The house is complete as far as I have gone, with the exception of wiring for lights.



Mr. Sanders built this himself

The total cost to date, lot included, is \$1,140. The house is one and one-half blocks from the Illinois Central station at Riverdale and three blocks from city cars.

I write this thinking it might be beneficial to others wanting a home at a really small cost.

Patron Remembers Courtesy of an Official

By MISS GRACE E. HOWARD,
Wheaton, Ill.

The Panama Limited stood at the terminal station in Chicago. The train crew was making the final preparations for another southern trip. A man entered the train, and with him was a woman, small and rather delicate, looking a little worn, but with grit up for the undertaking.

There was just time for the man to arrange her belongings. As he left her and the two wrung each other's hands at parting, she said: "Good-by, father. I'll say more in a letter when I get farther off."

The train moved out through the grim city and across wet, chilly fields. The day was a weary and cheerless one in November, and even the visions of the near approach of Thanksgiving, with its loaded tables and glad fellowship, could not cheer up the passengers who read or rested in the cars.

The Panama Limited, however, with good

equipment and service, was doing all in its power to solace its passengers with warmth and comfort and speed. Mr. Pullman himself would have felt gratified to survey it.

A gentleman just in the prime of life and bearing the stamp of a man of affairs in a business way strolled through several cars, half idly, half wishing to break the monotony of the day and the pressure of such cares and grievances as were at that time bearing somewhat heavily down upon his spirits.

He was going back to his own seat which he had left, thinking to regale himself with what was still unread of the newspaper. As he passed where the small woman sat, he heard her and the courteous stewardess exclaiming about a lost purse. They were anxiously turning over the various bundles, but to no avail. The purse was gone.

The next stop scheduled was Champaign. That was hours distant. But the passengers were mystified to notice that very quickly

the Panama Limited came to a standstill at one of the stations and a red-capped employe was dispatched to the telegraph office. Then the great engine swept on with its long line of cars, toward the blooming land of the South.

The gentleman of affairs had spoken a word with the small woman and left her. But at Champaign, another red-cap ran to the train with a telegram which the gentleman received and with great satisfaction delivered to the passenger. It read: "Father has purse. Will mail it to New Orleans."

This merry ending of an unpleasant circumstance led to a conversation between the two pleased travelers, so enlivening and animated that they found the dullness quite gone from the November day.

The woman confessed that she now remembered leaving the purse at the telephone desk, but she added that it was her habit to take her troubles in prayer to the Heavenly Father and that she found joy in realizing that, even when trouble was caused by her own failure, the Heavenly

Father was still merciful, and ready to forgive, and often found someone who was willing to do a deed of kindness.

Soon the conversation turned to the ever interesting topic of business. The gentleman showed her his card. It was the card of a railway official. That explained the mysterious fact that the train had stopped contrary to schedule. Then came an illuminating explanation of some of the simpler phases of the large problems and undertakings in railway extension, which revealed a life devoted with unstinted abandon to the development of that great civic necessity and blessing, the railroad.

Through months and months and even on foreign seas and in strange lands, the small woman remembers the gallant and disinterested service of the companion of that brief hour and wishes for him success in its quintessence.

They that can give up essential liberty to obtain a little temporary safety deserve neither liberty nor safety. — BENJAMIN FRANKLIN.



Some scenes of beauty on our Western Lines

Why American Railroads Are Leaders

John R. Mott, Y. M. C. A. Executive, Gives Observations and Tells How His Organization Helps Morale

In connection with the recent semi-centennial celebration of the founding of the Railroad Young Men's Christian Association of North America, the following address on "Factors Underlying the Leadership of the Railroads of America" was given by John R. Mott, general secretary of the international committee of the Young Men's Christian Associations. The address was delivered at a luncheon at the Hotel Commodore, New York City, attended by more than one hundred eastern railway executives.

I VALUE highly the privilege of meeting in an intimate way with this company of men of wide outlook, of large achievement and of proved responsiveness to the highest ideals and purposes. As the chairman has indicated, it has been my lot to devote much of my life abroad as well as here in America to traveling work. I find myself, therefore, always at home in the midst of railway men, having spent now nearly thirty-five years in almost incessant travel among the nations. I am prepared to appreciate sympathetically as well as with my whole mind's assent the finer aspects of this work in honor of which we meet today, and also, lying back of that, the work of the railroads themselves. Every time I come back from a foreign journey, whether from the Orient or from the western nations or from those that lie south of us, I have a deepened sense of appreciation of the unique and stupendous service rendered by the railroads of America to the upbuilding of the life of our nation.

It is due to the railroads that we have had the almost unbelievable development of the vast material resources of the American continent. It is due to the railway service, and this is often overlooked, that there has been facilitated so largely the nation-wide dissemination of intelligence as well as the physical and social well-being of the American people. Likewise, the railroads have done more than any other one factor to promote the unity of the nation. Just as the Civil War fused together forever the American states politically, so the ceaseless shuttling of the railroads has made possible and done much to realize the



John R. Mott

social unification and the real spiritual solidarity of our strongly sectional and markedly cosmopolitan population. How much that means only those of us fully appreciate who travel widely over the land. Moreover, the American people do not realize the great contribution of our railroads in preventing some of the great ills and perils that have well nigh undone other nations and have actually brought on some of the greatest calamities of mankind.

Transportation a Bar to Famine

When on my recent visit to China I heard of the terrible havoc and suffering caused by the famine, I said, "How much of this might have been prevented by an adequate railway service." When in India I have found, even under the matchless administration of Britain, how great famines at times still obtain among the three hundred millions of Hindustan, and have said, "What would not be the situation were it not for the railroads they have, and what is not a widely extending country saved by having an adequate railway system?" When I was in Russia in the summer of 1917 with my

good friend General Scott, sent by the President as members of the Root Mission, and we saw the crumbling of the Russian Army and the rise of Bolshevism, we recognized that the principal thing which made this great catastrophe possible was the breakdown of the means of communication. The reason we have had to pour tens of millions of dollars' worth of provisions into Russia this year to save them from starvation, and the reason the great political distemper of Bolshevism, like a malignant disease, still eats its way into the heart of Russia, is insufficient transportation.

Think also of the great contribution of American railroads in opening in the railway service boundless opportunity to successive millions of men for useful work and for advancement. Our railroads constitute one of the greatest schools, if not the greatest school, of democracy we have.

Why is it that the American railroads hold the primacy among the railway systems of the nations? It is a fact familiar to those present that America has practically one-half of the railway mileage of the entire world. That, however, is not what impresses us so much as the causes which have given the railroads of America their unique distinction and great achieving power.

Our Wide American Opportunities

What are some of the factors which have made the American railroads great and given them leadership among the railway systems of the world? I may be far afield, but I think one of the factors has been the spaciousness of the opportunity. They had a vast continent thrust upon them to be opened, settled, subdued and developed. There was something about this which appealed powerfully to the imagination and also to the adventurous and heroic in strong men. It served to call out the best that was in them. Someone might say: "Is there not a great continent in Africa? What about Siberia, which is nearly three times the size of Canada or the United States?" Yes, their day will come, and I predict that the very spaciousness of those vast areas, which grew upon me as I made my long journeys over them, will yet challenge some of the greatest minds and release the latent energies not only of the Russian people but also of other nations whose co-operation they must have.

The admitted leadership of American railroads may also be explained by the free-

dom which they have had to evolve plans and project them through the decades, notwithstanding embarrassing and harassing restrictive legislation—legislation which in its practical effects or outworking has often proved to have been unpatriotic. When we contrast the developments on this side of the Atlantic with those in the European nations and even more with those in Latin America—we recognize that we have had a measure of liberty that has made possible our showing what railroads can do and how they can serve the interests of a great people.

Another factor that explains the greatness of our railroads has been the eminent leadership which these enterprises have had. I make bold to say that there is no work in America or in any other country which has called out among men more power of vision, more capacity for initiative, more organizing ability, that is, the ability to wield and combine men, than has the leadership of the railway systems of this country.

Power of Money and Co-operation

Undoubtedly another cause has been not only the power of mentality and personality to which I have called attention, but likewise the money power. What undertaking in America or in any other nation has had so largely poured out upon it the great energies of capital, not only of the rich but also of what we might call associated poverty? What project have we today that is more truly American?

Then I like to add another factor that has made us forge to the front. That has been our power to co-operate. I remember the discerning remark of Senator Root: "You may judge the degree of advancement of a nation's civilization by its ability to co-operate with other nations." This is just as true of companies as it is of nations. Judging by this test, the railway companies of this country have evolved into a high stage of advancement and present an example of which we may be proud. We all remember the days of keen and remorseless competition, even unto warfare. It sometimes had its advantages in calling out the latent capacities of men and companies; but we have evolved, I repeat, into that state where railroads, notwithstanding centrifugal energies, have shown their ability to co-operate with one another, and, what I sometimes think is even more striking, have developed unusual capacities of co-

operation internally. When we think of troubles between companies and men we may at times feel depressed, and wonder whether or not this point is true, but if we contrast what we have here with what they have in certain other nations, we shall find abundant ground for encouragement and hope.

Were I to mention another factor, it would be to emphasize the general character and spirit of the men in the service from top to bottom. I do not wonder that you are proud of this service. Nor do I wonder that the thing that causes us most solicitude is the fact that at times we are conscious that there is not the desired solidarity, or the sense of the solidarity that does exist. This leads us right into the heart of what has brought us here today.

The Good Influences of the Y. M. C. A.

Among the influences that have made possible the remarkable personnel of the American railway systems is the work of the Railroad Young Men's Christian Association. It deserves to be ranked very high indeed, if we may judge by the testimony of the railway officials. What agency has begun to do as much to promote right character, right relationships, and right spirit among the men in the varied services as has the Young Men's Christian Association?

The word that I suppose we heard most frequently in the war was the word "morale." You will remember the dictum of Napoleon that morale is to other factors in war as three to one. The World War was a war of morales. You will recall that Hindenburg in the early days of the war said that the victory would ultimately be achieved by the nation that had the strongest nerves. I do not like that word as well as I like the word "morale," which represents, as I see it, the spirit of the men.

It will be interesting to remind ourselves of what it was that at times tended to destroy the morale of men in the armies. War-tiredness in some cases was the cause; again it was idleness; at other times it was uncertainty or doubt; and not infrequently it was what we called enemy propaganda. These were among the principal influences. On the other hand, what were the causes that contributed most powerfully to the building up and maintaining of high morale? As I answer this question my answer will constitute in some respects the best outline I could give of the work of the Railroad

Young Men's Christian Association, because what this organization is striving to do along railway lines of the country is to promote the right morale, that is, the right character, attitude and spirit of the men. I would, therefore, ask the question again: What were the factors in the war that did most to maintain and strengthen morale? One of them undoubtedly was the promotion of the physical comfort of the men. I do not need to fill in what you will find in these pages [referring to a pamphlet on the table]. That is one of the great objects of the railway association. When you think what it does with its dormitories, restaurants, rest rooms, athletic features, its homelike lounges, you understand what we mean by the physical comfort of the men. A second factor that contributed to morale was the mental and heart contentment of the men. Again you will recall vividly the entertainments, the lectures, the reading rooms of the army Y. huts and of the Railroad Y. buildings at terminal and division points, and you recognize the full force of this point.

Important to Keep Men Occupied

The right use of the leisure hours had very much to do with preserving and strengthening morale. I trace nineteen-twentieths of the troubles among young men to unaccounted-for hours—sometimes an evening off, sometimes a day, sometimes a week-end. It is to these vacant hours that I trace the lapses and falls of men. We cannot well overstate the importance of a program such as that of the association to occupy usefully the vacant spaces in the time of men.

Another thing that contributed much to feeding the morale of men in the war was the opportunity the association afforded them to change their minds. After spending long days and nights in the trenches, or after being on the battlefield where they witnessed scenes and had experiences which they would fain forget, or after the irksome routine of camp life, to be able to go into a bright and cheerful room and mingle with their fellows and converse with the men and women workers in charge and enjoy the diverting games and uplifting ministries to mind and spirit was the means of transforming their whole mental outlook.

Another influence that made for morale was the consciousness the men had that they were not forgotten, that the people back at home—the citizens of their native

land—believed in them, were indeed interested in them, and followed them there, not simply through government taxes but through such welfare organizations as the Young Men's Christian Association. Tens of millions were contributed for Y. huts, equipment and facilities. The same influence is exerted by the Railroad Y. with its generous backing from the companies and their stockholders and friends.

A Tribute to the Secretaries

The secretarial leadership of this work has also had a profound influence. I can speak freely on this point because I am not known technically as a railway secretary. But I know these secretaries and how they have spent themselves and how they count it a high honor to be of service to the railway men. They have helped immeasurably, in my judgment, to keep alive the ideals that have done so much to feed the spirit and maintain the morale of the men.

Let me emphasize as a chief factor the ministry of pure religion, the religion that St. James spoke of, pure and undefiled, which is being exemplified, lived and communicated in the religious program of these associations. What did this not mean to men going into battles; what has it not meant to men since in the more difficult period following the Armistice; what has it meant to millions of men in the railway service, who through these associations have come under the wonderful, superhuman influence of Jesus Christ.

Well, therefore, may we today, on the turning of the fiftieth milestone of the work of the Railroad Young Men's Christian Association, pay our tribute to this nationwide, beneficent, efficient and fruitful organization. It has accomplished a great work. With its hundreds of associations, with its scores of thousands of members, with its large property interests of many millions, with the backing of nearly every railway company of importance in the land, with the wide outreach of its influence to other lands, it is on the threshold of vastly greater achievements.

A Peace-Maker in Industrial Conflict

If I were to mention another great result that has been achieved and is being increasingly achieved, next to its influence on the character and spirit of the men, I would speak of the unifying power of the Railroad Young Men's Christian Association. In these recent fateful and tragic years we have witnessed an alarming development

and manifestation of the divisive forces of mankind. I sometimes think the greatest problem before us for the next fifteen years is the racial problem, not only the divisive tendencies among the races but among the nations. Nor would I overlook another great divisive tendency—that in the social and industrial order. The conflict is on. What does it not mean that we have an organization which for fifty years has shown its ability, as no other society with which I am familiar, to unite in one membership, one program, and one objective, the employers and employees, and this in a voluntary and not an obligatory way, with the largest possible freedom of expression and action, and, therefore, insuring the finest and most effective co-operation? What has it not meant? I am not surprised that the other great industries of the world have finally been convinced after watching for years this practice game of the Railroad Y., and now we cannot keep up with their demand for the extension of the Young Men's Christian Association work on the railway association model to their industries. Nor should we wonder that industrial leaders in Europe and in Asia have requested that we send experts to study their fields at first hand and to plan agencies and facilities for their service. Discerning observers recognize afresh the stabilizing and steady guiding power of this work.

Sees Need for "Grand Strategy"

In a time of strain like the present, it assumes added meaning and importance. To my mind, we are summoned at a moment like this to expand greatly our plans. There are some things on which we have to call time, but this is not one of them. This is one of the projects from the nature of the case that should be expanded until the helpful network of the organization is spread much more intimately over all classes of men throughout all the railroads of America. We want to keep in mind what the French call "grand strategy." By grand strategy they mean that which takes in the whole map—all the fronts. As I look over our great American republic and notice the spaces that are without these facilities and without the helpful working of these vital and steadying processes, I say let us have grand strategy that takes in every railway system in its entirety. To this end we must expand greatly the resources for this work. So far as I can see there is no more highly multiplying use of money right now than

that of relating it to these plans, to influence aright the ideals, the character, the spirit, the efficiency, the relationships, the

output of the men to whom we commit such unparalleled interests of property and of human life.

Waterloo Y. M. C. A. Helps First-Aid Idea

In pursuance of the policy of the Waterloo, Iowa, Railroad Y. M. C. A. to extend to the men of the Illinois Central the very best of service, a first-aid room and dispensary has been opened in the "Y" quarters at the Illinois Central shops. This department of service is directly under the supervision and authority of the hospital department, with Dr. F. W. Porterfield, division surgeon, in command in co-operation with the other local members of the hospital staff. All of this class of work is carried on strictly under the rules of the Illinois Central's hospital department. The Y. M. C. A. is assisting in giving information as to when employes may meet the company doctors and also keeping the dispensary in shape for service.

The men of any department of the company can meet a company physician between 11 a. m. and noon on any working day. This means that the shopman can consult the company doctor without losing time for himself and saving time for the company. Many minor ailments as well as serious accidents can be properly taken care of with

the saving of much pain and suffering. On an average, ten to fifteen or more men are served daily through this effort.

The first-aid room is beautifully decorated in white enamel, with suitable furnishings and a complete stock of medicines, surgical dressings and other articles necessary for first-aid work. Through the general co-operation of the medical department, the safety committee of the shops and the Railroad Y. M. C. A., it is hoped that the employes will be able to avail themselves of the best knowledge and service of the hospital department.

Special noonday lectures on first aid and health will be conducted the coming winter. Dr. F. W. Porterfield will hold classes for the special training of representative men to do emergency work until a physician can be called.

The accompanying photograph shows a class in first-aid instruction under the direction of Dr. H. W. Sigworth, one of the company's local physicians. Roy A. Graham is the executive secretary of the Railroad Y. M. C. A. at Waterloo.



First-aid instruction at the Waterloo, Iowa, Railroad Y. M. C. A. In the photograph, reading from left to right, are: Adam Leeper, welder; Charles Horseley, roundhouse foreman; Robert Ingersoll, boilermaker; William Wilgus, boilermaker; Harry Steinmeyer, air brake foreman; William Bruger, blacksmith; Albert Kann, acting assistant roundhouse foreman; Otto Templin, cabinet maker; John Mead, blacksmith; Dr. H. W. Sigworth, local surgeon; Frank Reynolds, mill foreman; J. J. Whitney, air brake machinist; Adolph Feusner, foreman, boiler shop; Theodore Wwinner, machine shop foreman; Samuel Scott, machine foreman; James Pennington, pit gang foreman; James Robbins, machinist; L. D. Massey, store department; Howard Carr, machinist; H. J. Seely, general foreman.

Rube Burrow: Some Reminiscences of 1888

Notorious Southern Outlaw Held Up Illinois Central Train at Duck Hill, Miss., When Employee Was Killed

Passengers on the Birmingham district of our Tennessee division may note, as they pass over the Brush Creek viaduct, near Corinth, Miss., a sign calling attention to the existence of a cave near at hand that was at one time the shelter of Rube Burrow, notorious outlaw of the '80s. One of Rube's best-known adventures was his robbery of an Illinois Central train near Duck Hill, Miss., December 15, 1888. As an instance of heroic devotion to duty by Illinois Central employes, the story of this robbery is well worthy of record.

By C. E. SIEBER,
Traveling Engineer, Mississippi Division

REBUBEN HOUSTON BURROW, the outlaw, was born in Lamar County, Alabama, December 11, 1854. His early life in Lamar was an uneventful one. He was known as an active, sprightly boy, apt in all athletic pursuits, a swift runner, an ardent huntsman and a natural woodsman. He possessed a fearless spirit and was of a merry and humorous turn (a characteristic of the Burrow family), but he showed none of those traits which might have foreshadowed the unenviable fame acquired in after life.

Rube Burrow's old companions in Alabama recall distinctly the day he left Lamar County for Texas in the autumn of 1872. He worked a while on his uncle's farm, but soon drifted into being that nondescript character known as a Texas cowboy. Shortly after this all Texas was startled by the bold and desperate adventures of Sam Bass and his band of train robbers, with which Rube was erroneously supposed to have been associated. Possibly inspired, however, by the notoriety which Sam Bass had achieved and by the exaggerated reports of the profits of Bass' adventures, contrasted with the sparse returns from his own more plod-



Rube Burrow

Thirty-eight



C. E. Sieber

ding occupation, Rube was seized with a desire to emulate his deeds of daring and achieve at once fame and fortune. From then on one robbery followed another in various sections of the country.

Boarded Train at Duck Hill, Miss.

On the cold and cheerless night of December 15, 1888, the northbound express train of the Illinois Central Railroad, which had left New Orleans for Chicago at 7 a. m., pulled into the station of Duck Hill, Miss., twelve miles south of Grenada, thirteen hours after its departure from New Orleans. The manner in which the engine was boarded and the train stopped is best told in the language of A. J. Law, the engineer in charge of the locomotive. He said:

"I pulled out of Duck Hill station at 10:05 p. m. The fireman called to me to look out, that there was a car of cotton ahead on the side track. I pulled slowly by, in order to avoid igniting the cotton by sparks from the engine, and when I had passed the cotton the fireman said: 'All right, let her go.' I started ahead lively and pres-

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ently saw the two robbers climb up on my engine from the east side. The smaller man got on first. I thought they were tramps and was in the act of slowing up to put them off when the smaller man covered me with a big pistol and said: 'Don't stop here! Go on! Go on.'

"I then saw that the men were masked. I asked, 'Where do you want to stop?'

"He replied, 'I'll tell you where to stop.'

"I pulled along, and when we had gone about a mile he said: 'Stop here—stop now!'

How Express Car Was Entered

"I put the air on full and stopped as quickly as I could. The little man did all the talking. When we stopped he got down on the ground and fired his revolver two or three times. The train had hardly stopped when he commenced shooting. The other man said, 'Get down.' My fireman and I were then made to go ahead, on the east side of the train, to the express car.

"Here they stopped us, and the tall man called out to the messenger, 'Open up! Open up!'

"The messenger looked out of the door,



P. B. Wilkinson, conductor, born December 16, 1846; died May 7, 1914, at the age of 68; employed as flagman on the Illinois Central March 8, 1873; promoted to conductor February 15, 1874. At the time of his death he was on regular passenger service between Jackson, Tenn., and Canton, Miss., where he had been employed for more than thirty years.

and the tall man asked, 'Where is your other man?'

"The messenger said, 'I have no other man—no one here but me,' to which the reply was, 'Help this man into the car!'

"The messenger, being covered by the revolver of the larger man, extended his hand and helped him into the car.

"About this time Mr. Wilkinson, the conductor, came out of one of the rear coaches with his lantern, and the smaller man, who stood guarding us, told me to tell him to go back. I did, and the conductor went back, but in a couple of minutes came out again. I saw two forms get out of the car.

"I said: 'You had better go back, or they will shoot you; they are robbing the express car.' The fireman and I were between the robber and the rest of the train. He kept us in front of him as a sort of breastwork.

"Some one in the direction of the passenger coaches called out: 'Law, where are you?'

"When I answered, a voice said: 'Look out! I am going to shoot!'

"I stepped back from the train as the



A. J. Law, engineer, born March 7, 1858; died May 20, 1920, at the age of 62; entered the service of the Illinois Central November 1, 1882. At the time of his death he was handling trains No. 2 and No. 3 between Canton, Miss., and Memphis, Tenn., runs which he had had for fifteen years.

firing commenced, and I broke and ran for the woods, which were close by."

Employee Volunteered to Join Fight

Meantime the robber who had entered the car handed a sack to Harris, the Southern Express messenger, and bade him deliver up the contents of his safe. At this juncture the firing on the outside of the car began, and, advancing to the door while still keeping an eye on the messenger, the robber fired three shots into the air.

Conductor Wilkinson, on first coming out, had taken in the situation. Going back into the coaches he announced to the passengers that the train was being robbed and asked who would assist him. Chester Hughes, a brave young fellow from Jackson, Tenn., who was a fireman on the Illinois Central between Jackson, Tenn., and Cairo, who was, with his sister, deadheading from Durant to Jackson, Tenn., arose quickly and said: "I will, if I can get anything to shoot with."

Two negroes seated near by had each a .38 caliber Winchester rifle. These weapons were quickly gathered by the conductor and Hughes, who, loading them with cartridges furnished by the owners, went forth to do battle with the robbers. It was Conductor Wilkinson who had warned the engineer to protect himself, and he fired the first shot at the robbers.

Advancing abreast, these brave men fired shot after shot at the dark form of the robber who stood as a sentinel on the outside of the car and who unflinchingly held his ground, returning with steady aim charge after charge from his revolver. Finally young Hughes dropped his Winchester, exclaimed, "I am shot!" and fell to the earth. Wilkinson raised the brave young fellow to his feet and dragged his unconscious and bleeding form into the coach. Returning to the steps of the front coach, he renewed the firing at the robbers.

Death of Fireman Chester Hughes

The robber in the car had, meantime, obtained the money from the messenger (about \$2,000) and, backing out of the car, still holding his pistol on the messenger, he joined his comrade on the ground. Under the fire of the conductor, both retreated to the woods near by.

Chester Hughes had been in charge of a widowed sister, who, with several small children, was en route to Jackson, Tenn. The sister knew nothing of her brother's



Brush Creek viaduct, near Corinth, Miss., where is to be seen a sign calling attention to Rube Burrow's old hiding place, a cave in the vicinity.

participation in the fight with the robbers until he was carried back into the coach, when she prostrated herself in affectionate embrace over his body, from which life was fast ebbing away. The scene was an agonizing and affecting one. The unerring aim of the robber had sent three shots through the body of young Hughes, all entering the abdomen within a radius of six inches. The unfortunate but daring young fellow lived only a few minutes. The same train on which he had embarked in the vigor of health and buoyant spirits bore his lifeless form to the home of his widowed mother at Jackson.

The Southern Express Company and the Illinois Central Railroad promptly presented his grief-stricken mother with a fitting testimonial of appreciation for the heroic conduct of her son. The name of Chester Hughes will always be remembered as that of an employee faithful unto death.

Detectives Placed on the Trail

The whole country was aroused by the brutal murder of a passenger on one of the great trunk lines of railroad, in one of the most populous districts of the South, and it was determined that no expense or labor should be spared in bringing the criminals to justice. General Manager C. A. Beck and Superintendent J. G. Mann of the Illinois Central were in Memphis in a spe-

cial car at the time. During the night a violent and general rain storm had prevailed, and the telegraph wires were down in many places. The news of the robbery did not, therefore, reach Memphis until about midnight. The railway and express officials remained at the telegraph office all night, seeking the details, and left about daylight for the scene of the robbery. The aid of the Pinkertons was summoned, and several of the most expert detectives of the Chicago agency soon arrived at Duck Hill. The Pinkerton detectives, on their arrival at Duck Hill, however, were unable to find a trace of the robbers. There was no clew from which to begin a search for them.

Meantime, in a quiet way, the detectives of the Southern Express Company were at work on the theory that Rube Burrow was the leader in the robbery at Duck Hill. It was discovered that Rube Burrow and Joe Jackson had ridden away from the farm of Fletcher Stevens, in Tate County, Miss., on December 1, 1888, and, after having paid a visit to Rube's brother-in-law, Berryhill, who lived eighteen miles from Oxford, had proceeded to Water Valley, Miss., where they had spent the night. Going thence to Duck Hill, they had robbed the train in the manner described. After having mounted their horses, tethered in the woods some half a mile from the spot on which the robbery occurred, they had ridden through

a drenching rain a distance of forty miles by daylight. The next day they had camped in the brush, had divided the spoils of the robbery, and at sundown had resumed their journey, until they reached Lamar County. Here they remained in seclusion.

Rube Burrow was shot to death by J. D. Carter after his escape from jail at Linden, Ala., October 7, 1890. The body of the bandit was buried among the hills of Lamar County on the morning of October 10, 1890.

L. C. Brock, alias Joe Jackson, who assisted Burrow in the Duck Hill train robbery, was captured and taken to the Jackson, Miss., penitentiary for safe keeping, pending his appearance for trial in the federal court. He had elected to plead guilty and receive a sentence of life imprisonment for the offense of robbing United States mail at Buckatunna, Miss., September 25, 1889, rather than be taken to Duck Hill, because the penalty of death by hanging he knew would be his fate. He felt also that the outraged friends of Chester Hughes, the heroic passenger who had been shot down in cold blood, would probably mob him if he were taken there for trial. On November 10, 1890, the day set for his trial, he committed suicide by jumping from the fourth story of the penitentiary building.

Circumstances are the rulers of the weak; they are but the instruments of the wise.—
SAMUEL LOVER.

Narrow Escape From Canadian Bear in 1872

The following story of adventure has been contributed to the Illinois Central Magazine by R. Drewery, assistant custodian of Central Station, Chicago, for twenty-seven years an employe of the Illinois Central.

When our party started out to hunt and trap through the Saskatchewan Valley in 1872, we were all, as the boys express it, "good and green," but possessed of a great desire for excitement, and not having any set occupation. We had just received our discharge from the Canadian Army, comprising an expedition to put down some trouble in Manitoba. We all felt weary of the life we had been leading, as soldiers in time of peace always do. So I set about to organize a hunting party. At first I did not intend to take more than ten, thinking it would be hard to get a large number of

even tempered men that would remain so for an unlimited period, but when it got to be known what we were out for, applications were so numerous that I deemed it good policy to get away as early as possible rather than run the chance of losing friends or making enemies. So, with sixteen in our party, we finally started, with the regimental band playing "Good-By, Charlie."

After tramping about twelve miles we came to a deep ravine, made camp, prepared supper and retired early. The next morning being Sunday, we remained in and about camp all day, some of the party indulging in short walks just to enable them the better to know where to begin, but all came to the conclusion that there was nothing doing.

On Tuesday we broke camp and made about forty miles under a hot sun. This made most of us very tired, and when we

got into camp we were not long turning into our blankets. Most of us enjoyed a good night's rest, and we were all up early in the morning. I was surprised to hear a couple of the boys say that they had been awakened by the barking of wolves and the screech of the owl, as nothing like that had disturbed me.

While preparing breakfast we heard a crackling in the underbrush on the edge of the ravine, which seemed to increase momentarily, so much so that most of the boys grasped their rifles and started out. I was cook that morning and had to remain in camp.

Presently I heard a shot fired, and then came lots of tramping and loud whooping, so I figured that something had been wounded and was being followed. I gathered things together so as to keep breakfast warm and then went after the others.

I had not gone very far when I found tracks of blood. When I investigated I found them to be that of an animal, which was a relief. So I kept on and soon came in sight of my first black bear, badly wounded and pretty nearly done up. I brought my rifle up and blazed away. I hit him, but only wounded him worse, for he appeared to quicken his pace, and as the brush was very thick I could not get a second shot at him.

I kept on and soon saw him let up and finally fall to the ground, dead, to all appearances.

Then the thought came to me of what a fine thing it would be to get his hide off before the other fellows got in. Dropping my rifle, I drew my knife, approached and started to lay hold of him by the throat, when to my surprise he lifted up on his hind legs and made a blow at me with one of his paws, hitting me across the knife wrist, almost breaking it, at the same time catching his claw in my chest and badly cutting it.

The force of the blow knocked me down, and the bear was quickly standing over me

with a paw on either side of my head and he was stooping down, his breath in my face.

Just about then I was perspiring drops about the size of a marble. But what was that? Some snapping branch? Was someone approaching? The bear seemed to think so, for he raised his head, which certainly was a blessed relief to me, if even it was but for a moment. Again I heard the voices of those who might be able to aid me. They were excited and in hot discussion, but I could not make out what they said. Again came that horrible quietness for what seemed to me to be an interminable time, but which in reality was not more than a few seconds, when I heard the report of a rifle, and the bear fell over.

I afterward learned that the shot that killed him was fired by one Bill Goodbody. It was only after realizing the imminent peril I was in that he dared to risk it, but at last he made up his mind that a human life was at stake. Bringing his rifle between his feet, for he had lain down at full length on his back with his feet toward me, he made up his mind to kill or relieve me. His aim was fortunate, and the shot took effect in the head of the bear, just between the eyes.

When we finally took the bear into camp and weighed it we found that it tipped the scale at 500 pounds without the hide or entrails. For my part I have always been wary of bears. To this day I carry the scar on my chest, a hollow in which I can secrete a good-sized marble.

ADVERTISES PANAMA LIMITED

A folder containing some recent advertisements concerning the Panama Limited has been issued by General Passenger Agent W. H. Brill at New Orleans. The advertisements cover many of the phases of the excellent service of the Panama Limited to Chicago and are so attractive that the reader's attention is drawn to them at once.

Freight Engines Rebuilt for Suburban Use

Four of the old 401 type freight engines built in the '90s have been converted into suburban engines for service at Chicago. Those which have undergone the change are Nos. 402, 408, 438 and 485. They have been converted into Nos. 1451, 1452, 1450 and 1449. The construction work was

done by our own forces in the Burnside shops. Nos. 402 and 408 were in switching service at New Orleans before it was decided to convert them into suburban engines, and 438 and 485 were in switching service at Springfield, Ill.

The converted 401 type of engine is



Above, the type before conversion; below, after conversion.

larger than any of the other suburban engines. The next largest suburban engine to the 401 type is the 1448.

A table comparing the old 401 type engines with the converted engines and suburban engine 1448 follows:

	401 Type	Nos. 1449-1450	No. 1448
Weight of tender loaded.....	80,000 lbs.	70,200 lbs.	62,600 lbs.
Weight of engine on drivers.....	106,400 lbs.	114,650 lbs.	85,000 lbs.
Weight on front trucks.....	19,600 lbs.	16,125 lbs.	15,700 lbs.
Total weight	206,000 lbs.	200,975 lbs.	163,300 lbs.
Tractive force.....	23,299 lbs.	23,299 lbs.	17,547 lbs.
Size of cylinder.....	19" dia. 26" stroke	19" dia. 26" stroke	18" dia. 24" stroke
Size of drivers.....	56½"	56½"	56½"
Capacity of tender.....	{ 3,850 gals. water	{ 3,000 gals. water	{ 2,750 gals. water
	{ 7½ tons coal	{ 6½ tons coal	{ 5½ tons coal
Size of fire-box.....	114½x33¾"	114½x33¾"	96x43½"
Flues	{ 236—2" outside dia.	{ 236—2" outside dia.	{ 224—2" outside dia.
	{ 11' 15-16" in length	{ 11' 15-16" in length	{ 11' in length
Diameter of boiler.....	60¾" inside	60¾" inside	54" outside
Heating surface of fire-box.....	173 sq. ft.	173 sq. ft.	131.8 sq. ft.
Heating surface of flues.....	1,358 sq. ft.	1,358 sq. ft.	1,280.4 sq. ft.
Total heating surface.....	1,531 sq. ft.	1,531 sq. ft.	1,412.2 sq. ft.
Grate area	25.75 sq. ft.	25.75 sq. ft.	29 sq. ft.

Compares British Rail Situation and Ours

President Samuel Rea of the Pennsylvania Finds a Better Condition Overseas, but a Rather Gloomy Outlook

Samuel Rea, president of the Pennsylvania Railroad, has written the following article on conditions affecting the railroads in the United States and those of Great Britain. Recognized as one of the leaders of American railroading, he also for years has been a close student of the finances and operation of English railroads. He recently returned from a visit abroad. His article discusses the effects of the war on the railroads.

I WAS not in England long enough to make any detailed inspection of the British railroads, but so far as I could observe I found them to be in good physical condition, with both management and men bending every effort to give the most economical and efficient service. The equipment also was in good condition and the passenger service excellent. The first-class rates, between 6 and 7 cents a mile, with third-class about 3½ cents, seemed to indicate that our straight fare of 3.6 cents a mile in the United States (with an average revenue per passenger mile of but 3.088 cents) is not unreasonable, considering existing costs and taxes.

I heard no agitation for a lowering of the rates. They have had and will have grave questions affecting wages and working conditions, and have met them so far. Their plan of automatically adjusting wages with the index of the cost of living so far appears to have been helpful.

Speaking generally, I found that decided progress had been made in the direction of restoring pre-war conditions after four years' wartime operations. One factor which I presume has contributed largely to the present high-class physical condition of the British railroads is that the government made prompt and liberal final settlements for the period it controlled them—not interfering, however, with their orderly management, which was left with the railroads during government control. The government and the roads fixed a fair compensation for the use of the railroads, but war conditions made it impossible to maintain and replace the road and equipment equal to pre-war standards, and this the govern-



Samuel Rea

ment recognized. It likewise recognized that good railroads would be an important factor in post-war prosperity and business resumption.

* * *

The amounts due on such final settlements were not all immediately paid, but were agreed to, so that the companies knew where they stood and could arrange their physical and financial conditions accordingly. The final settlement involved the payment of £30,000,000 down and another £30,000,000 to be paid at the close of this year, which money, I understand, has been largely used in rehabilitating the railroads and maintaining their credit. These sums were in addition to the rental compensation paid to the owners for the use of their properties, based on the net income each earned in 1913, plus a return on additional capital expenditures.

This leads me to reflect on the situation in this country—a rather unfortunate one for the United States railroads. Only a proportion of the larger systems have finally settled with the government either for the federal control period from January 1, 1918,

to February 29, 1920, or for what is known as the guaranty period, from March 1 to August 31, 1920. This failure promptly to settle their accounts results in millions of dollars, properly believed to be due the railroads, being withheld, while the government is making extensive examinations of the accounts of the railroads and trying to determine various formulae for arriving at the amounts due, so that it probably will be another year before many final settlements are reached.

If this money had been promptly paid over to the railroads they could have long since brought their properties and equipment up to a much higher standard and purchased a great deal more equipment, so that with the extraordinary run of traffic this fall and winter they would be prepared to handle it efficiently and economically. Indications are that there will be a shortage of cars and transportation facilities before long; and while every effort is being put forth to mitigate the blow to business and to the public, railway managements will no doubt be criticized for lack of foresight in not providing adequate facilities. Then the truth will be recognized of the great cost to the country of the policy, or lack of a policy, by which many railroads have been handicapped, not only by having large sums tied up in these government settlements, but by the low net income during the last decade, which has paralyzed general railway expansion.

* * *

I am not apologizing for the railroads; they are at all times ready to improve and expand the service and facilities to the full extent that the earnings and resources permit. They cannot ask the public to supply money for railway equipment and improvements without first demonstrating that the earnings will be available to pay a fair return thereon. Their record for developing the country prior to the war and their co-operative record of 1917 under their own voluntary organization stand unexcelled.

When one looks back at the situation in the spring of 1921, the year following the return of the railroads to their owners, and the slump in business, when payments had practically ceased for the ordinary monthly traffic balance settlements and they were unable to meet their bills for fuel, materials and supplies, with hundreds of millions of dollars due, it is remarkable that many of them did not break down.

It was only the broad-minded policy of the banks of the country and their appreciation that the railroads were fundamentally sound and must ultimately be equitably supported by the country for the service they render that caused them to grant credit to thousands of their customers who had sold materials and supplies to the railroads. By October, 1921, the railroads had fairly cleared the situation so far as meeting current liabilities, but at the sacrifice of all addition and betterment work, and necessarily with more or less deferred maintenance work.

* * *

In reference to the consolidations into what will ultimately be about four railway groups of Great Britain, I found that the work was progressing rapidly; that in some of the larger systems they had made progress in absorbing their many subordinate companies through amicable arrangements as to the exchange of stocks. Failing to agree with the owners of such properties by January 1 next, the matter will be decided by the Railways Amalgamation Tribunal.

It is doubtful if any one can at this time say what the financial outcome will be with the new groupings, as so much depends upon the rates they will be able to charge and the wages which they will have to pay, the volume of traffic and what economies may be realized from the consolidations, both in reduction in the number of corporations, officers and employees and the curtailment of train service. It would seem as if they would have to face the same question that the railroads of the United States did, that while under the Transportation Act our roads were expected to realize $5\frac{1}{2}$ per cent or 6 per cent on the value of the property devoted to public use, as a matter of fact they have not realized that rate, and there is no method of recovering the difference.

The unique feature of our Transportation Act, dealing with the disposition of excess earnings over 6 per cent on any particular railroad, is, however, expected to be enforced; that is, the earning of a fair return has not yet become mandatory, but the recapture clause is. Notwithstanding the railway legislation in the two countries is rather similar, it is needless to say that England did not adopt this extraordinary provision respecting so-called excess earnings. In England each of the groups is

expected to receive net income that would be equivalent to that of 1913, plus the proper return for additional capital expenditures, and, as with us, the rates are supposed to bring those results; but whether the economic conditions that England faces in its world-wide trade competition will permit such increase in rates as to realize such net income is problematical.

My own view is that under such circumstances they will land just where the railroads of this country did: namely, make the sacrifice and take what net income was coming to them under the then existing economic conditions of the country, and be forced to restrict their operations and all improvements.

Considering the territory, population and natural resources still not properly served by our railroads or lying undeveloped, and the great improvements in railway facilities,

equipment and service that still are ahead of us, I feel that railway service is the country's greatest necessity, but we must adopt a much more liberal policy of legislation and regulation to release us from the destructive action and strings that have almost strangled the roads.

We must get this replaced by a free scope for corporative initiative, under constructive regulation, to develop the country through these railroads, which the public directly owns, by the best and cheapest transportation methods, in which America must lead the world. This program is impossible unless the citizens and their institutions, which own the railroads, can be assured of fair returns on their investment and given encouragement to furnish the additional capital required, with opportunities equal to those afforded other industries to share in the prosperity of the country.

Paper Delves in Illinois Central History

The following reminiscences are from the Amboy (Ill.) News:

Opening of the Machine Shop

L. W. Marston of Chicago, who lived in Amboy when he and the town were young, writes appreciatively of our venture into "Sixty-Five Years Ago" history and recalls that the Illinois Central shops in Amboy commenced operation somewhere about that time. His father, C. H. Marston, he says, was the first master mechanic.

The account of the starting of the machinery which was given in the *Amboy Times* of May 8, 1856, will be of interest to railway and shop men of today as well as to "old-timers" and many others. Editor Pratt says:

"We were present at the starting of the new stationary engine just put up at the Illinois Central Railroad works in this place. While waiting for the steam to come up we learned the following particulars: The engine is estimated at 80 horsepower; cylinder, 20 inches in diameter; 3 feet stroke. The flywheel is 14 feet in diameter and serves also as a drum for the main driving belt.

"The motive power is furnished by two tubular boilers 5 feet in diameter and 15 feet in length.

"A line of shafting extends half way across the west end of the machine shop, pursuing its course into the blacksmith

shop and across its entire width. From the end of the shaft, at right angles thereto, in the middle of the west end of the machine shop, another line of shafting runs the entire length thereof and is connected to the former by bevel gears, making in all about 300 feet of shafting. On the first named line is a large cast iron drum, which receives the main belt from the fly wheel.

"The machinery was manufactured at the works of John Curtis at Auburn, N. Y., and the boilers at the Illinois Central Railroad works at Chicago, Ill.

"When the steam gauge indicated 20 pounds pressure to the square inch, the throttle valve was opened and the steam let into the cylinder. With but little assistance in starting, the ponderous flywheel commenced its revolutions, moving the different lines of shafting and the machinery attached thereto. The performance was indeed excellent and does great credit to Mr. Berdine, who has not only superintended the putting up of this machinery, but has done the greater part of it with his own hands.

"Mr. Berdine is from Brooklyn, N. Y., where his family now resides, but we are happy to learn that he has determined to take up his abode in this place."

Illinois Central Stock at Par

In the same issue of the *Times* it is re-

Illinois Central Magazine

ported that on the 28th of April, 1856, 7,000 shares of Illinois Central stock were sold at par. "The top has by no means been reached yet," says the *Times*.

Two weeks before (April 24) the *Times* quoted the Chicago *Herald* in an article on Western railroad securities as saying that Illinois Central bonds closed firm at 87½ per cent, having been sold at 86 a day or two before. The returns of railway and land sales had arrested the downward movement and created a reaction. "A year or two since," the *Herald* said, "the project was considered by some of our otherwise capitalists one of the wildest speculations. Now it is considered one of the best and safest investments of the day. * * * It is estimated that the gross earnings this year will amount to two and a half millions of dollars."

The *Herald*, in the same article, arguing for western railroads as good investments, said that the La Crosse and Milwaukee Railroad was doing a large business on about fifty miles of road, had carried \$10,000 in January, \$20,000 in February and \$27,000 in March.

Receipts for February, 1856

The receipts of the Illinois Central Railroad for February, 1856, 66 years ago, were as follows:

Passenger	\$48,301.26
Freight	53,382.32
Received from other roads.....	7,213.44
Mails and expresses.....	4,511.53
Total	\$118,907.00
February, 1855.....	59,324.00

Increase

The receipts of other western roads for February, 1856, were:

Michigan Central	\$144,535
Michigan Southern	133,789
Galena & Chicago.....	97,000
Chicago & Burlington.....	69,096

It will be seen from the above that the Illinois Central receipts had doubled in a year. The road was then still in process of construction. It was completed before the end of that year, the last division of the Chicago branch, Mattoon to Centerville, being opened September 27, 1856. A history of the road from land grant to completion is given in the *Times* of November 13, 1856.

For the six months ending October 31, 1856, the gross receipts of the main line and

Galena branch, according to the statement given out by the state treasurer, were:

Freight	\$361,793.51
Passengers	540,170.18
Extra baggage	1,976.74
Express	9,499.12
Mail service, two quarters.....	22,655.16

\$936,094.71

Deduct for discount on currency 14,041.41

\$922,053.30

Five per cent of which is paid

into the treasury, amounting to \$46,102.66
Against

paid on the 1st day of June, 1856.

The *Times* (December 18, 1856) quotes the Chicago *Journal*:

"This is a handsome increase on the previous six months for the main line. When the percentage on the receipts of the Chicago branch, to be increased under the contract to 7 per cent, is added to the state's profit upon the road hereafter, our readers will readily perceive that the original estimates were not put too high."

THE PROMISE OF TOMORROW

After his own seventy-five years of marvellous individual development, Thomas A. Edison says that man is yet in the chimpanzee stage of mental development, and has gained but a mere glimpse of his environment. He believes not only in man's limitless progress on this earth but that science may ultimately bridge the gulf between the here and the hereafter, between the visible and the invisible world.

The developments of tomorrow may exceed our wildest dreams of today. There is not a single invention, discovery, or device, no matter how wonderful it may seem, that is not likely at any moment to be supplanted by something better. The finest, the most marvelous piece of machinery that has ever been devised by man may even now be headed for the scrap-heap. There is no name so secure in the hall of fame, there is no leader in any line of endeavor today, who is not likely to be superseded by someone who is yet entirely unknown to fame!

What a spur is here for the ambitious youth of today! What boundless opportunities, what great rewards, await the energy, the ability, the zeal and the persistence of those who are eager to achieve; to do big things that will push the world forward.—*Success Magazine*.

Agent Makes a Hobby of Raising Flowers

*J. M. Harker of Cedar Falls, Iowa, Plants Vacant
Lots in Gladioli and Sells 4,000 Blooms in One Season*

MANY of us have hobbies which give us enjoyment, but he is indeed fortunate whose favorite avocation is also a source of pleasure and delight to others. A man with such a hobby is J. M. Harker, Illinois Central agent at Cedar Falls, Iowa.

Mr. Harker is a great lover of flowers of all kinds, but his special favorite is the gladiolus, which he raises with success and profit. And what gorgeous, splendid flowers his are! Each is a perfect specimen, both in form and in color.

The Harker residence stands on an attractive corner lot, 68 by 132 feet, on which one finds ample evidence of the owner's love for floral beauty. Here one may find the iris in several pretty color combinations, salvias and cannas, gorgeous peonies in white, pink and red, and lilacs. Here, also, behind his small greenhouse, Mr. Harker employs a trellis work to conceal effectively the less attractive features of his back yard. As a screen for his trellis framework are used three lilac bushes and four climbing honeysuckles, with delphinium for the foreground and wild cucumber to top it off.

Bought Extra Lots for a Garden

Mr. Harker acquired his attractive home some eleven years ago. Finding the sur-



Mr. and Mrs. J. M. Harker

rounding grounds inadequate for garden needs, he deemed it necessary to purchase two additional city lots, each 50 by 125 feet. These are adjacent to his home, making it convenient for him, with his good wife's assistance, to work this piece of ground to best advantage both before and after office hours.

It was his original intention to utilize these two lots for a truck garden and for fruit trees and berries, but the notion to



Mr. and Mrs. Harker in their field of gladioli

raise flowers there occurred to him shortly after the acquisition of the ground, some six years ago. The splendid success with the beautiful gladioli which he has ever since grown is a monument to his diligence and his ambitious and untiring efforts.

Mr. Harker has found his delightful hobby a profitable one. During 1921 he disposed of about 4,000 gladioli blooms to florists, yielding him a return of \$225. Other flowers sold added about \$80 more. Last winter he took in approximately \$25 for bulbs purchased by local florists. This year, owing to the favorable season for raising gladioli, even by amateur horticulturists, his net return has been somewhat smaller than that for the previous season, although about five hundred more flowers were grown.

Has Good Crops Besides Flowers

While about three-fourths of his ground is devoted to the culture of the gladioli, there is still good room for the raising of other flowers and vegetables. Of red and black raspberries there were produced enough this season to more than pay for the lots at the then current market prices of berries. On these lots Mr. Harker raises some choice asparagus and also "Country Gentleman" and "Golden Bantam" sweet corn, which for flavor cannot be excelled. One apple and three cherry trees have yielded



The Harker home at Cedar Falls, Iowa

abundantly, and the grape vines and currant bushes have produced as much as could possibly be needed for family consumption.

The Harkers are also the happy grandparents of two charming boys, Richard and Orville Hager, 5 and 3 years old respectively, the sons of Mr. and Mrs. Harker's older daughter.

The younger daughter is employed in her father's office at the station. Mr. and Mrs. Harker are justly proud of their family, their home and their wonderful flower garden. Their success with flower growing should prove an object lesson to other Illinois Central families who have ambition and a little spare time.

AN INQUIRY FROM ENGLAND

"Is there a lecture or debating society on the Illinois Central System? If so, possibly we might enter into an arrangement for an exchange of proceedings," writes L. F. Williams, secretary of the Lecture and Debating Society of the Great Western Railway of England, in a letter commenting on the September number of the *Illinois Central Magazine*. The magazine, unable to give an affirmative answer, passes the inquiry on to any of its readers who may care to get into direct touch with Mr. Williams. His address, in addition to that given above, is "Paddington Station, London, W.2, England."

COURAGE

Courage is an attitude of mind and emotion which helps in the perfecting of recollection. Courageously facing all issues; bravely looking at all situations; the habit of constructive attention; the desire to think, say and do the strong thing keeps the mind clean and free for positive action and the free flow of words and ideas.—*Universal Psychology Review*.



Richard and Orville Hager, 5 and 3 years old respectively, with some of their grandparents' flowers.

Keen Eye Solved a Big Cigarette Robbery

*How Young Patrick McHugh Asked a Question and Started
Special Agent Peter McHugh, His Father, on Right Trail*

It is always worth while to keep your eyes open. If young Patrick McHugh, Illinois Central employe at Memphis, Tenn., had not happened to notice what brand of cigarettes a fellow clerk was smoking, \$10,000 worth of stolen cigarettes might not have been recovered and his father, Special Agent Peter McHugh, might not have been able to fasten the crime upon the proper persons. But Patrick did notice, and the stolen goods were found, and the accused were brought to justice, as is always right and proper.

ABOUT 5 a. m., August 25, the Frisco Railroad delivered to the Illinois Central yards at Memphis eighteen cars, one of which was RI-155789. Chief Yard Clerk Marshall, in checking up these cars, found that RI-155789 had a Frisco double switching order tacked on it, to wit: No. 574217-19, reading "J. E. Tate & Company, Washington Team Track." This firm deals in hay and grain.

The Washington team track is a Southern Railway team track. In checking up these cars, Chief Yard Clerk Marshall called up the Cotton Belt and asked about this RI-155789. The Cotton Belt advised that it had no billing to cover. The car was then switched to the Washington team track, as per carding, about 3 p. m., August 25.

At 11 a. m., August 28, it was discovered that this car was a car of merchandise that should have been placed at the Illinois Central out-bound freight house for the Cotton Belt, and in it was a large shipment of Chesterfield cigarettes. The car was immediately switched from the Washington team track to the Illinois Central out-bound freight house, where it was found that the seals were broken on both doors. A check of the car developed that 251 cases of Chesterfield cigarettes, valued at approximately \$19,000, were missing.

Car Handled on a Forged Order

The cigarettes had been stolen while the car was on the Washington team track between August 25 and August 28. Special Agent Peter McHugh of the Illinois Central was at once notified of the shortage and robbery, and Peter got busy—very busy, even though he was up to his eyes with work in



Peter McHugh

connection with the shopmen's strike. He at once notified Chief of Police Burney, Chief of Detectives Griffin and the sheriff's office of the robbery. His investigation soon developed the fact that the double switch order on the car when received by the Illinois Central from the Frisco was a forgery, the forged cards having been taken from a book of switch orders that was stolen from the Frisco K. C. Junction office, Memphis, about five months previously.

Suspicion pointed to certain former railroaders, but not a single clue to the stolen cigarettes could be found. On September 4 Special Agent McHugh reported to Chief Kelihier at Chicago that he was morally certain of the identity of four of the thieves who had stolen the cigarettes, and he named them, but was unable to find a clue as to where the stolen cigarettes had been secreted, sold or transported. Although the Memphis police, sheriff's office, Special Agent McHugh and his assistants kept up an unrelenting search and inquiry, day and night, not a single trace of the stolen cigarettes was obtainable until the evening of September 15, twenty-one days after the

robbery had taken place. Then things began to happen, and happen fast.

A few minutes after 5 o'clock the evening of September 15, Patrick McHugh, son of Special Agent McHugh, employed in the accounting department of Superintendent J. M. Walsh's office, Grand Central Station, knocked off work for the day, put on his hat and coat and proceeded to take the elevator on the third floor. Getting into the elevator, he met another clerk employed in the building. He noticed that this clerk was smoking a Chesterfield cigarette. Having the subject of the stolen cigarettes on his mind constantly, he asked this clerk where he got his Chesterfield cigarettes. The clerk replied that he got them from a fellow clerk in his office. Patrick took the very next elevator back to the third floor, where is located the office of Special Agent McHugh, and he reported to his father what he had seen and been told. Needless to say, the elder McHugh was interested.

Found Where Cigarettes Were Sold

Special Agent McHugh believes in action; so he immediately got in touch with the clerk referred to. This clerk promptly and frankly told Mr. McHugh that he bought his Chesterfield cigarettes at a certain grocery store and offered to go with Special Agent McHugh to the store and point out the man from whom he purchased the cigarettes. To the grocery store as fast as an automobile would go went Special Agent McHugh and the clerk. Arriving at the grocery store, the clerk pointed out the proprietor as the man who had sold him the Chesterfield cigarettes.

Special Agent McHugh asked the groceryman where he got the cigarettes.

The groceryman replied: "I bought them

—bought two cases from a farmer called Joe, who sells me vegetables and has a farm about ten miles out in the country. I gave him \$20 a case for them." Turning toward the door as a man entered, the groceryman exclaimed: "Here is farmer Joe now. Say, Joe, where you get them cigarettes you sold me the other day?"

Joe came forward and explained that on August 26 three white men and a negro, whom he described so accurately that their identity was known to Special Agent McHugh, came to his farm and rented his barn, agreeing to pay \$300 for the use of the building for an indefinite period. That same night they placed several truck loads of cigarettes in the barn. These men had paid only \$75 down for rent of the barn; so he took two cases of the stored cigarettes from the barn and sold them to the groceryman for \$20 each, as he felt that the men who rented the barn would not pay him in full if they succeeded in removing all the cigarettes before settlement, and he was trying to beat them to it. He reported that, while part of the cigarettes had been removed, there was a considerable amount remaining in the barn.

Rescued \$10,000 Worth of Booty

Calling two city detectives who had been assigned to the case and a deputy sheriff, Special Agent McHugh and one of his men again demonstrated the speed qualities of his automobile in a flying trip to farmer Joe's barn, ten miles from Memphis. Under the hay in the barn were found 132 cases of the stolen cigarettes, valued at \$10,000. Leaving guards in charge of the recovered cigarettes, Special Agent McHugh and the city detectives returned to Memphis and at once placed the accused persons under ar-



Two truck loads, a part of the \$10,000 worth of stolen cigarettes recovered by Special Agent McHugh

rest. Three of them had been named by Special Agent McHugh in his report to Chief Kelher on September 4 as being implicated in the robbery.

In less than three hours from the time young Patrick McHugh noticed the clerk smoking a Chesterfield cigarette in the elevator, \$10,000 worth of stolen cigarettes had been recovered, and the accused persons were in jail, a record that Special Agent McHugh can well be proud of.

To Patrick McHugh is due commendation for his keen observation and quick thinking. Had he, like ninety-nine out of a hundred, paid no attention to the clerk smoking a cigarette, Special Agent McHugh and the

Memphis police force might still be looking in vain for the stolen cigarettes.

The Illinois Central does not happen to be responsible for the loss of the cigarettes, as it acted as agent for the Cotton Belt in the switching and placing of this car. The loss is a matter to be determined between the Cotton Belt and the Frisco Railroad, which delivered the car with forged switch orders. Both the Cotton Belt and the Frisco are indebted to Special Agent McHugh for his untiring and splendid work in the case, which reduced their loss by \$10,000. The Illinois Central and its special agents' department are to be congratulated upon having a man of Special Agent McHugh's ability and energy on their staff.

The Railroads, Arteries of Our Nation

By E. A. McCARTHY,

Office, Auditor of Freight Receipts

America has become accustomed to accepting the marvels of American ingenuity and organization so complacently that the magnificent triumphs of brain and brawn in this great land of ours are seldom appreciated. The practical application and development of the sciences have nowhere else advanced so rapidly, nor have they elsewhere been so uniformly co-ordinated to the public's welfare, the comfort and the betterment of living conditions.

When one stops to consider the extent of this country, the rapid colonization of the territories within its boundaries—the "granary of the world" it has been called—the thousands of teeming industrial centers that strive to satisfy and certainly succeed in satisfying the exacting peoples of all nations, the hundreds of magnificent cities and a thousand other marks of culture and progress that we possess, the thoughtful person must of necessity be impelled to inquire into and below the surface of actual accomplishment and endeavor to arrive at the factors which have brought about the results we recognize everywhere about us.

These extraordinary conditions are usually explained as the outcome of the American spirit of progress and energy, the bountiful resources of mineral stores with which we are endowed, and the extensive scale of agricultural projects. No doubt these explanations are in part true, but they do not sense the precise analysis of things as we find them.

Only a few generations ago found our land the home of aborigines. Our golden fields of corn and other agricultural products were the prairies over which the bison roamed at will, and the skyscraper, of which we are wont to boast, has supplanted the wigwam of the Indian.

The "prairie schooner" with its energetic frontiersmen came. For months they had trudged their weary way, impeded by the difficulties of uncertain routes, inclement weather and a host of other aggravating circumstances which taxed their will to the limit of endurance. With no other luster to their prospects than the surety of a parcel of land, they forsook their homes and loved ones; the ties of friendship and associations of years that were dear to them were left behind, lost save for the forlorn hope that years of constant effort might make a return visit possible.

To these indomitable spirits whose rugged tenacity of purpose opened up to the nation and the world a supply never before equaled, gratitude of the most sterling quality is due. They created the incentive and opened the portals to an empire of incalculable possibilities.

The same old element of human ambition to advance and improve conditions proclaimed itself. The pioneers had established themselves; the land they settled yielded abundantly to their efforts; others were induced to follow in the trail marked out by them, and the Golden West became a living part of a growing nation.

The necessity for closer links with the

older states and the rest of the world became apparent. The crude facilities for the passenger and freight traffic groaned under the voluminous products of the virgin soil and finally failed as the requirements became overpowering.

The urgency grew; railroads became established; space that had previously precluded the movement of crops to favorable distribution centers no longer existed; extraordinary possibilities beyond the fairest dreams of the original settlers presented themselves, and countless thousands were lured to the South and West so that they, too, might profit by and partake of the colossal development. The railroads were the arteries of the nation through which sped the blood and energy of millions.

With the natural development which they nurtured, their expansion kept constantly abreast. Where they went communities were formed, increased and prospered and were enhanced or retarded according to the degree or quality of rail service extended to each community, until today this service has become so much a part of the life of the people as to be absolutely indispensable.

Continually expanding and improving, a system of transportation to extend to and tap and supply the most remote districts, the American railroad is without parallel; its organization, equipment and service are nowhere equaled. More than 400,000 miles of track have been laid; the most powerful engines that the genius of man can contrive

are utilized. Luxury to a degree nowhere else attempted is lavishly used in equipping passenger coaches; safety devices, excellent roadbeds are some of the features which go to make our railroads.

"Our" railroads they are, inasmuch as they are essential to our very existence. They are responsive to our every want—yea, desire!—be it for the necessities of life or a desire for travel.

It must be remembered, however, that the splendid achievement we possess in the form of our railroads is the fruit of the combined efforts of all connected with them through the years they have existed. Transportation has been reduced to a science, and the minds of some 2,000,000 engaged in its service are occupied in applying that science to the end that the public may be benefited most at the least cost consistent with the continuation and improvement of present facilities.

Amazing, indeed, is the ease with which enormous movements of products, raw and manufactured, are handled and the manner and accuracy of transportation make it an almost perfect functioning factor. Too much credit cannot be accorded the railway men of the United States. They have performed, and are performing, a service to their nation never equaled. They have every reason to be proud of their accomplishment, and the public certainly should respond with a full measure of accord, encouragement and co-operation.



Where our tracks widen out in Grant Park, Chicago

Combating the Calfless and Pigless Farm

Problem Is Up to Southern Banker and Merchant; Less Talk and More Action Needed to Make Diversification a Reality

By JOHN FIELDS,

Editor, Oklahoma Farmer

IT IS a fact that those who control land and credits largely determine what farmers do. Whatever is the matter with agriculture in the South today, responsibility for most of it rests with the land-owners, bankers and credit merchants of the South.

A study of reports of conventions and conferences to consider the state of Southern agriculture leads to the conclusion that, hitherto, they have been long on oratory and short on operation. The end to be sought was never better expressed than by Henry W. Grady, when he said:

"When every farmer in the South shall eat bread from his own fields and meat from his own pastures and, disturbed by no creditor and enslaved by no debt, shall sit amid his teeming gardens and orchards and vineyards and dairies and barnyards, pitching his crops in his own wisdom and growing them in independence, making cotton his clean surplus and selling it in his own time and in his chosen market and not at a master's bidding—getting his pay in cash and not in a receipted mortgage that discharges his debt but does not restore his freedom—then shall be the breaking of the fullness of our day."

Many Calfless and Pigless Farms

Those sentiments so beautifully expressed are always applauded wherever quoted—applauded, and that is all.

Dr. Seaman A. Knapp started the agricultural demonstration work in the South and laid the foundation for its agricultural rejuvenation. Among his Ten Commandments of Agriculture are these:

"Increase the farm stock to the extent of utilizing all the waste products and idle lands of the farm."

"Produce all the food required for the men and animals on the farm."

On many occasions he reiterated, "One of the foundation principles of our work is that the farmer should raise the food for the family and for the farm stock so that his principal cash crop may be all profit."

Those who have been carrying on the agricultural demonstration work in the South

have failed to obtain the results for which Doctor Knapp hoped. That cotton farmers generally have not been influenced by agricultural oratory and have not practiced these sound precepts is clearly shown by some recent reports of the Bureau of the Census. This table shows the number of farms in each 100 farms in the cotton states which raised no calves and which raised no pigs in 1919:

	Pct. Calfless	Pct. Pigless
North Carolina	62.8	62.9
South Carolina	63.0	62.7
Georgia	56.4	57.6
Alabama	46.2	54.1
Mississippi	47.9	52.5
Louisiana	57.6	54.7
Texas	46.5	61.6
Arkansas	48.2	53.7
Tennessee	35.4	45.4
Oklahoma	35.3	56.3

Oratory has been ineffective. Demonstration has failed to do the job. The men who have controlled land and credit in the cotton states have to a large extent blocked the earnest work which county agents and home demonstration agents have been doing. Bankers and merchants have put up money for calf clubs, pig clubs, and poultry clubs because it has been fashionable—quite the thing—to do so. They sought to buy agricultural development and prosperity. Yet in their daily work of passing upon farmers' credits, these same bankers and merchants have continued putting emphasis on cotton—and numerous children to pick the cotton without pay.

Don't Know What Milk Tastes Like

John Burroughs wrote: "Where the cow is, there is Arcadia; so far as her influence prevails, there is contentment, humility, and sweet homely life." All of us join in campaigns to induce city children to drink more milk, but we give no thought to the fact that more than one-third of the children living on the cotton farms of the South do not know what milk tastes like—they haven't tasted it since they were weaned. Instead of being sustained and strengthened by a drink of nutritious milk when weary with chopping or picking cotton, they are

juiced up with a dose of chill tonic and told to hop to it.

Here are the plain facts of the business:

If every farmer in the cotton states had, in 1920 and 1921, fed and milked one cow; bred and fed one sow and fattened and killed and cured meat from her litter; and made full use of what two dozen hens, assisted by a rooster, would have produced, things would be very different now.

If bankers and merchants had not extended credit for the production of cotton to any tenant farmer who did not have at least one cow, one sow, two dozen hens and a rooster, and a rental contract under which the land-owner provided suitable shelter for livestock and permitted the production of feed on a share-crop basis, few land-owners, cotton farmers, bankers, and merchants would be in trouble now.

Having got into a variety of difficulties through financing cotton farmers upon what has been proved so conclusively to be the reverse of a money-making basis, isn't it time to insist that they put their farming

on a living-making basis first before raising any cotton?

I am sure that the time to do this is now. You can't buy your way out of the present situation. You must work your way out. As a starter, when any farmer comes to you for credit and confesses that he hasn't a cow, a sow, and a flock of hens, you should register amazement, astonishment, surprise, apprehension, dismay, solicitude and consternation; get red in the face and pound the table at the very thought that any farmer who has neglected to supply himself with this minimum of family-feeding livestock should think that he can get from you credit on which to make a cotton crop.

Farming Must Not Be a Gamble

Then calm down and talk it over with him and try to get him started as cheaply as possible, with livestock which may be purchased locally, impressing him with the fact that regular feeding and care are as important as breeding in getting profitable returns. A cow, a sow, two dozen hens and

a rooster, properly cared for, will produce more food before next fall than their present cost will buy. If you have customers or tenants who must be fed until they make a crop with which to pay interest on the old notes and accounts, you can't feed them more cheaply than by putting them in the way of feeding themselves with the products of the livestock which should be on every farm.

Farming should first of all be based on plans which make it a living-making clinch instead of merely a money-making chance. Those who control credits in agricultural communities cannot escape responsibility for the disaster which inevitably comes from unsound farm practices.

The philosophy which affects to teach a contempt of money does not run very deep.—HENRY TAYLOR.

Make all you can, save all you can, give all you can.—JOHN WESLEY.



Old Rip Van Hoodwinker's return

Train Rules Two-Thirds of a Century Old

*Booklet of Instructions for Dubuque & Pacific, Effective
May 1, 1857, Was Keepsake of the Late T. W. Place*

The late T. W. Place of Waterloo, Iowa, whose death is recorded on another page, was engineer on the first passenger train that ran west from Dubuque, Iowa, on the old Dubuque & Pacific, now the Illinois Central, on May 11, 1857. That was more than sixty-five years ago. Mr. Place was a loyal friend of the Illinois Central Magazine from the time of its inception, about ten years after his own retirement, and among the things he contributed for the magazine's use, through Secretary Burt A. Beck of the pension department, was a booklet on "Instructions for the Running of Trains, Etc., on the Dubuque & Pacific Railroad; to take effect May 1, 1857." The booklet was signed by D. H. Dotterer, superintendent. The contents of the booklet are reprinted herewith, since it is felt that the reader may take some interest in comparing them with present regulations and in noting the change—or lack of it—produced by two-thirds of a century of operation. Among these rules, of course, are those observed by Mr. Place on his first run from Dubuque, less than two weeks after the booklet was issued.

General Regulations

1. EMPLOYEES of the Company disapproving these or other Regulations of the Road, or not disposed to aid in carrying them out, are requested not to remain in the employ of the Company.

2. Each person in the employ of the Company is to devote himself exclusively to its service, attending during the prescribed hours of the day or night.

3. He must obey promptly all instructions he may receive from persons placed in authority over him, and conform to all the regulations of the Company.

4. He will be liable to immediate dismissal for disobedience of orders, negligence or incompetency.

5. No one, whatever may be his rank, will be allowed to absent himself from his duty without the permission of the Head of the Department in which he may be employed.

6. No one will be allowed to quit the Company's service without giving ten days' notice.

7. All persons in any way leaving the

Company's service must deliver up the property of the Company entrusted to their care.

8. If any such property shall have been improperly used or damaged, a deduction to make good the damage or supply new articles.

9. Rudeness or incivility to Passengers will in all cases meet with immediate punishment.

10. All persons in places of trust in the service of the Company must report any misconduct or negligence affecting the safety of the Road, which may come within their knowledge, and their withholding any such information, to the detriment of the Company's interest, will be considered a proof of neglect and indifference on their part.

11. All Employees of the Company are expected and required, in all cases, to exercise the greatest care and watchfulness to prevent injury or damage to persons or property, and in doubtful cases take the safe side.

12. Each person will be held legally liable for injury occasioned to persons or property by his negligence, and the Company reserves the right of withholding any pay due them to defray the expenses of the same.

13. The pay of any man suspended from duty will be stopped. No persons employed by the Company are allowed gratuities.

14. In all cases where instructions may not be understood, or when the course to be pursued admits of any doubt, the parties in charge shall so act as in no way to compromise the safety of the Road, seeking afterwards, with the first opportunity, the necessary explanation of the proper officer.

15. Any alterations or modifications of these instructions will accompany the Time Tables as Special Instructions, and such Special Instructions will remain in force only while such Time Table to which they are attached continues in use.

16. The clock in the Superintendent's office at Dubuque is the Standard Time of the Road for the clocks at all Stations and the watches of all men in the employ of the Company. For the convenience of such of the Employees of the Company as cannot

regulate by this clock, other clocks will be designated on the Time Table (at Stations) as standards.

Signals

17. A Red Flag by day, and Lantern by night, when shown or swung on the Track, are Signals of Danger. On seeing which, the Engine-man must come to a full stop with the Train or Engine.

18. All Signals violently given are also to be considered Signals of Danger. Red Flags or Red Lanterns will never be used as Signals of Caution only—but always of Danger.

19. A Bi-colored Flag, (combined Red and White,) or a Green Light, is a Signal of Caution, and when exhibited, the Engine-man must proceed slowly. Green Lights are used for all Switches.

20. One large White Light shall always be exhibited on the front of the Engines on the Road after dark.

21. A Red Lantern must be hung on the rear of all Trains that are on the Road after dark.

22. A Red Flag in the day, and a Red Lantern at night, placed on the front of an Engine, indicates that the Engine or Train is to be followed by another.

23. One sound of the Whistle is the Signal to Stop.

24. Two sounds of the Whistle is the Signal to let go the Brakes, and sometimes of Starting the Train.

25. Three sounds of the Whistle is the Signal for Backing the Train.

26. Five or more rapid sounds of the Whistle is the Signal for Wooding up, or calling in Flagmen.

27. Signal Cords shall be used on all Trains, and shall extend from the rear Car to the Whistle or Alarm Bell or Engine.

28. One long continuous sound of the Whistle at such places as shall be designated on approaching a Station, denotes a First Class Train. Two distinct sounds, a Second Class Train.

Rules for the Running of Trains

29. The Trains are classed as to priority of right to the Road, as indicated in the Time Tables.

30. All Trains of an inferior class must keep out of the way of all Trains of a superior class, going in either direction.

31. Trains of an inferior class moving in the same direction with Trains of a superior class, must get out of their way by going into the nearest Siding.

32. No Train, under any circumstances, shall leave a Station before its time, as specified in the Time Table.

33. No Freight Train having the right to the Road must leave any Station or end of double track, when by the Time Table it should pass a Freight Train, till five minutes after its time, per Table; and this five minutes allowed for safety, must operate at every succeeding Station, till it shall have passed the expected Train.

34. No Freight Train must leave a Station immediately preceding a Station where a Passenger Train may be expected to be passed, unless it shall be able to arrive at the latter Station, by its average rate of running, ten minutes before the time for the Passenger Train to leave the Station.

35. No Train shall proceed towards a Station where it expects to pass a Train having a right to the Road, unless it has ample time to arrive at that Station ten minutes before the time, per Time Table, for the latter Train to leave that Station.

36. An Extra Engine or Train following a regular Train (whose Engine carries a Red Flag or a Red Lantern) must always be taken and considered to be a part of, and to have all the rights of that Train, and no more, and the Conductors and Engine-men of all other Trains must so regard it.

37. An Extra Train or Engine following a leading Train must be kept near, but never less than a mile distance from the Train ahead, excepting when near Stations, in order that the opposite Trains may have as little detention as is consistent with perfect safety at the passing Stations.

38. Freight Trains are not allowed to run faster than fifteen miles an hour, unless from some unavoidable delay, originating after they passed the last Station, it shall be necessary, in order to give a Passenger Train the Road or to avoid a collision.

39. If any part of a Train is detached when in motion, care must be taken not to stop the Train in front before the detached part has stopped; and it is the duty of the Brakemen on such detached part to apply their Brakes in time to prevent a collision with the Cars in front.

40. Gravel Trains, when leaving an Engine House or principal Station for their work, or when returning to the same, shall, whenever practicable, take the time of one of the regular Freight Trains; when this is impracticable, they shall proceed with the

utmost caution, never risking the safety of the Road, and they shall never be on the Road within ten minutes of the running time of any of the Passenger Trains. Neither shall they be on the Road within ten minutes of the running time of the Freight Trains, except when the points between which the Gravel Train is working are not more than three miles apart. In such cases, (that is, where the Gravel Train is working on a run not extending over three miles,) the Conductor of the Gravel Train may keep at work in respect to Freight Trains only in the times of Freight Trains, provided he invariably stations a man with a Red Flag one thousand feet, or more, when advisable, in the direction of the Freight Train which is due, and beyond the point where he is at work; or in both directions from the extremes of where he is at work, if Trains are due from both sides; these men to continue on the watch, under all circumstances, until the Freight Train comes up.

41. On the arrival of a Freight Train, the Gravel Train must immediately proceed to the Turn-out in advance of the Freight Train, causing as little delay as possible.

42. The Conductors of Wood and Lumber Trains shall be governed by the same rules.

43. Red Flags or Red Lanterns must always be placed at a safe distance on either side of the ground where the Gravel Trains are at work, and a man must remain with them when Trains are expected to arrive according to Time Table. The Conductors of Freight Trains, as well as the Engine-men and Foreman in charge of the repairs, will be held responsible for the strict observance of this rule, and every additional precaution which particular circumstances may make necessary to the safety of the Road. The same precautions will be observed when single cars are at work on the Road when repairs of bridges are going on, or any description of repairs which interfere for the time with the safety of the Track.

44. The large full face figures on the Time Table indicate the regular passing places of Trains.

45. In case of an accident happening to a Train requiring it to stop on the main line of Track, the Conductor of such Train is required to send a trusty person with a Red Flag, if in the day time, or a Red Lantern, if at night, one quarter of a mile in the direction that Trains may be ex-

pected to approach, to give them timely notice to hold up. Should the detention be caused by a broken Car Wheel, it should be spragged, and, if possible, pulled to the first siding; if this cannot be done, the Freight should be changed to other Cars, and the Car should be put off the Track as carefully as circumstances will admit, at a point where it will be most convenient to be repaired and replaced.

46. Whenever it becomes necessary to back a Train to a Station, it must be done with great care, keeping a man constantly in advance of the rear end of the Train, to warn any Train that may be approaching.

47. If Freight Trains are at any time obliged to keep the main Track in passing Passenger Trains, a man with a Flag by day, or a Lantern by night, must be always sent back half a mile (or more, when necessary) in the direction of the approaching Train, to give suitable warning for it to approach carefully, and the Conductor of the Freight Train must see that the Switches are right for the passage of the Passenger.

48. The rear Car of every Train must be a Brake Car, in good order, and a man must, when Trains are in motion, be always stationed on that car. This rule applies to Gravel, Wood and Lumber Trains, as well as all others.

49. Whenever any Train (excepting Passengers Trains) gets behind its time, per Time Table, so as to lose its right to the Road and interfere with the running of other Trains, it shall run into the first siding, and can afterwards only proceed as an Extra Train.

50. No Train is allowed to run faster than at the rate of five miles an hour over the principal bridges and trestlings, gradually reducing the speed down to the above named point before entering on such bridges or trestlings.

51. No steam must be used in passing through covered bridges; and in shutting off and letting on steam, care must be observed to do it without producing any concussion to the Train.

Regulations for the Conductor

52. He will have entire charge and control of the Train, and all persons employed on it, and is responsible for its movements while on the Road.

53. He must see that the instructions are observed by those under him, and report daily all violations of them.

54. He must see, before starting his Train

from any Terminal Station, that his cars are clean and in good and safe order, particularly examining the Wheels, Brakes, Springs, Draw-heads, Locks and Couplings. And while on the Road, that the routine of duties of those employed on the Trains, and which are not detailed in these Instructions, are faithfully attended to.

55. He must see that he has upon the Train Signal Flags, Red Lanterns, with a sufficient number of ordinary Lanterns, one Axe, a Saw, Spiking Hammer, Spikes and Chairs, spare Shackles and Pins, Oil, &c. He must also see that he has a Signal Cord properly connected. See Rule No. 27.

56. He will duly call the attention of the Repairer of Cars, or the Station Agent, in his absence, to any damage which may have been done to the Cars, or to any which may come to his knowledge, that it may be promptly corrected, and he must notice these in his reports, giving full details.

57. He is responsible for attaching the Tail Lamps to the last Car of the Train, and must see that the Red Flag or Lantern is upon the Engine when his Train is to be followed by another. When a Car is detached on the way, he must see that the Tail Lamp is removed and re-attached to the Train.

58. He will make no stops longer than shall be necessary for the business of the Road, except for refreshments at Stations designated on Time Tables.

59. The Conductor of a Train carrying a Red Flag or Lantern shall, on arriving at a Station beyond which it is not to be carried, notify the Station Agent of the fact, in order that he (which it shall be his duty to do) may give notice thereof to the Conductors of other Trains interested, which may not have reached that Station. The first-named Conductor shall also notify such Conductors when he meets them, and the Extra Train must arrive at Stations not later than the latest time prescribed for the Regular Trains.

60. Whenever an Extra Train or Engine is to follow another, notice thereof must be given to the forward Train, and the Conductor must notify the Station Agents and all Conductors whom he meets of the fact, besides carrying the proper Signal. All Trains, when they are to be followed by Extra or Irregular Trains, must never be stopped where the view from behind is not clear for a distance sufficiently great to stop a Train after coming in sight.

61. It is his duty to check the Engine-men when they run unsafely, and to prescribe to them, when he sees fit, the regular rates allowed on the Table, or slower rates, if the Track is in bad order.

62. Conductors must be careful never to make the Signal for Starting while Passengers are getting aboard, and should, in making it, stand near the front end of the forward Passenger Car.

63. He must not allow any person to ride in the Baggage Car, excepting the Baggage Master, or outside of the Cars, without permission.

64. He must prevent Passengers endangering themselves by imprudent exposure. In the event of any Passenger being Drunk or Disorderly, to the annoyance of others, he must use all gentle means to stop the nuisance; failing which he must, for the safety and convenience of all, exercise his authority and keep him in a separate place until he arrives at the next Station, where the Passenger must be left.

65. He is reminded that it is his duty to require of the Engine-man attention to the Rules of the Road.

66. Negligence or recklessness on the part of an Engine-man will be taken as proof of the inefficiency of the Conductor, unless such conduct has been duly and distinctly reported on every occasion of its taking place. He will, at the same time, treat the Engine-man with that consideration due to his very responsible duties, and is recommended always to advise with him in cases of difficulty.

67. In case of accident to the Train, or of stoppage on the main Track from any cause, he must immediately, and always, station men with Red Flags by day, or Red Lanterns by night, on each side of the spot, at a sufficient distance from the crippled Train to allow an approaching Train time to hold up before reaching the obstructing Train, and he must do this as a matter of course, at all times and places, and has no right to assume that there are no Trains approaching, on either side of him.

68. He may command the services of any Freight, Wood or Gravel Engine on the Road, either to forward his own Passengers or to carry a message. He will take the best measures within his reach to have his Train forwarded with the least possible delay, and every person in the neighborhood,

(Continued on page 111)

A Missed Opportunity Didn't Worry Him

Warner Busenbark, Chief Clerk to General Superintendent J. M. Egan, Learned His Work Thoroughly

SOME persons believe that an overlooked opportunity does not necessarily mean a doubtful future. They appreciate what they are doing and spend all their efforts in developing themselves for the positions they have and for future advancement in the same line. To this class belongs Warner Busenbark, chief clerk to General Superintendent J. M. Egan at New Orleans. His life has been one of much hard work in a determined effort to succeed after he came to the realization that he missed in his youth what might have been a great opportunity. His efforts are now bearing fruit in the form of a successful railway career.

When he was but 11 years old, young Busenbark was doing odd jobs as well as attending school at New Albany, Ind. His father was a merchant at that place. Of course, Warner could not make much, but he was as proud of his earnings as his father was of him. The thought that he was really helping spurred him on to greater efforts, and at 14 he held a steady job with a regular salary. His first work was as a grocery clerk, a position that gave him the chance to meet and talk to people. He liked his customers and did everything in his power to please them. It was this good nature that won for him the friendship of the buyers at that store, and there is no doubt that he held business for his employer as well as made new and steady customers.

Turned Down Chance in a Factory

Such a lad seldom escapes the attention of a shrewd man. A factory owner came to Warner one day with a proposition.

"Warner," the man said, "I'm looking for a bright and industrious boy like you to take into my factory to learn every phase of its operation. I can't pay you much to start with, but you will earn more as time goes on."

The last statement made more of an impression on Warner than all else. He was eager to earn money to be able to help at home. The larger salary appealed, however, and he stayed in the grocery store.



Warner Busenbark

That was the incident in his life that he now considers as a possible great opportunity. He realized only a few years after it occurred that it might have been a chance for him, and that realization made him even more determined to succeed in what he was doing.

He continued to go to school and work outside of class hours until he had finished his public school education; then he entered the New Albany Business College to learn to become a stenographer. In addition, he studied commercial law each evening. When he had completed the business courses, he accepted a position, July 17, 1906, as a stenographer in the office of the superintendent of the Illinois Central Railroad at Louisville, Ky. A. H. Egan was then the superintendent there, and G. T. Roach was the chief clerk.

Knows All Branches of Office Work

Mr. Busenbark gained a vast amount of experience in the office there. He held every

position, except that of chief accountant, from stenographer to chief clerk. That is the reason he is so capably fitted for the position he now has. He knows what is expected of every position in a general superintendent's office, and he can direct the work with a thorough understanding of what is required.

On March 28, 1909, just two years and eight months after he had entered the service, he was made the acting chief clerk. Before this, he had been stenographer to the chief clerk, clerk, stenographer to the superintendent, assistant chief clerk, timekeeper and then assistant chief clerk. The position as timekeeper was a promotion, since the salary was an increase. When the salary allowed for the assistant chief clerk was increased, he was transferred to that position.

Mr. Roach, the chief clerk, was painfully injured when fire destroyed the offices at Louisville on March 11, 1909, and Mr. Busenbark was appointed to act as chief clerk until Mr. Roach recovered. The chief clerk returned to the office in October of that year, and Mr. Busenbark again held the assistant's chair until he was promoted to chief clerk on May 19, 1913. L. W. Baldwin was the superintendent at that time. Later L. A. Downs and then T. E. Hill were the superintendents.

Mr. Busenbark remained as chief clerk until August 10, 1916, when he accepted the position as chief clerk to L. A. Downs, who was then the general superintendent at New Orleans. Since that time, J. J. Pelley and then J. M. Egan have been the general superintendents there.

During his early days of railway work, Mr. Busenbark says, each employe in the office knew fairly well the work of all the others. When one was forced to be out of the office, his work was kept up to date by the other members of the force. And there were not so many employed in a superintendent's office then, he says. The force was increased to its present size about four years ago.

Watch the Deadline!

Material for the magazine is still being sent in after the 15th of the month, in spite of warnings to the effect that the 15th is the deadline for magazine material. Obviously, material arriving so late will have to hold over a month, maybe longer.

CAR AGENT DIES



William E. Hausen, traveling car agent (working out of the office of the general superintendent of transportation, Chicago), who died July 27, was born in New York, September 30, 1865. Later his parents moved to Bloomington, Ill., where he attended business college. At the completion of his course, he took work as a clerk for the Chicago & Alton Railroad, remaining with that road twenty-one years. At the time he left he was chief clerk in the maintenance of way department, under William Riley.

Mr. Hausen took employment with the Illinois Central in 1902 as traveling car agent, a position he occupied until his death. Since this work took him over the entire system, he met employes in all walks, and, as he was of a social, genial spirit, his friends are numbered by the hundreds. He was an honest, faithful and trusted employe in every sense of the word, and his death is a great loss to the road.

Mr. Hausen was a member of the Wade Barney Lodge, No. 512, A. F. & A. M.; Past Master (1894-1896) of De Maloy Commandery, No. 24, Bloomington, Ill.; Lincoln Chap-

ter, No. 177, R. A. M., and Lincoln Council, No. 68, N. W.

Burial was in the Masonic section of the

National Bohemian Cemetery, Chicago. He leaves a wife and a 12-year-old daughter.

—O. O. C.

Grain Dealers Pleased by Special Service



The Grain Dealers' Special, views of which are shown herewith, was used by members of the Grain Dealers' National Association from such points as St. Louis, Kansas City, Omaha, Ellsworth, Kan., Sioux City, Iowa, Bridgetown, Ill., and Decatur, Ill., en route to the national convention that was held in New Orleans October 1 to 4.

The train, which left St. Louis at 1:30 p. m., October 1, was composed of the highest grade Pullman equipment, also one of our sun parlor cars and a dining car. It arrived New Orleans at 8:50 a. m. the following morning.

"The excellent service performed in connection with the meals served in the dining

car was the cause of 100 per cent satisfaction," writes F. D. Miller, assistant general passenger agent at St. Louis. "I have accompanied a great many special movements, but never one before where all the members of the party were not only satisfied but expressed themselves as receiving a service they never anticipated. Plenty of amusement was furnished en route.

"Such favorable comment was made regarding the dinner served, especially by a number of the ladies, that I conducted them to the dining car kitchen so they could see how such splendid service was performed in such a small space. It seemed a source of wonderment and elicited further praise."

Gateman Takes Pride in His Little Garden

The Chicago terminal has been making special efforts to improve its station grounds, parks and facilities in general. All passenger trains entering and leaving Chicago over our line carry a large number of sight-seeing patrons. It is surprising to know what a little of the right kind of effort will do in improving the standard condition of our premises.

At one of the busiest street crossings, 121st Street and Michigan Avenue, on the Blue Island line, extreme personal interest

has been taken by one of our crossing gatemen, Mike Morris, who takes pride in keeping his surroundings in a neat and tidy condition. He took it upon himself to plant the portion of the waylands on his side of the fence with garden stuff and flowers, and he spends his spare moments when relieved from duty in keeping the waylands beautiful. He has supplied considerable garden stuff to his friends and neighbors.

The watchman's house is exceptionally neatly kept in the inside as well as the out.



Two views of Mike Morris' garden

This house is cleaned every morning before his hours of duty.

Mr. Morris has been employed at this par-

ticular location as gateman for the last seven years. No personal injuries in any way stand against his record.

Fast Work Saves Life of Child on Track

The employees' train left Nonconannah shops at Memphis, Tenn., at 11 a. m., September 14, north-bound, with engine No. 2323 and three coaches handled by Engineer Thomas McHugh, 524 East Trigg Avenue, Memphis, Fireman P. W. Mahoney, 529 High Street, Memphis, and Conductor W. H. Owens, 233 Lucerne Place, Memphis. When approaching the first curve south of the Speedway, the engineer and fireman noticed something in the center of the track which they say appeared to them as a piece of paper. They discovered in a moment that it was a small

child. Engineer McHugh made every effort to stop his engine; the fireman went out the side window and along the running board on the side of the boiler and had just reached the front end of the engine as it came to stop within a few feet of the child.

Mr. McHugh has been an employe of the company since 1889, and has never been concerned in an accident and has never killed or injured a passenger or an employe. He is the father of two children, Thomas McHugh, Jr., 21 years old, and Agnes C. McHugh, 14 years old, and has

resided in Memphis since June, 1889, having moved there from Holly Springs, Miss. His fireman, P. W. Mahoney, is the nephew of the late Engineer J. J. Mahoney, who spent his entire career with this company. He was employed as a locomotive fireman on April 26, 1917, and was promoted to a locomotive engineer February 28, 1920. He is the father of one child, Gladys Mahoney, 4 years old, and he has never been concerned in an accident or killed or injured an employee or passenger.

When Engineer McHugh brought his train to stop, he found a beautiful little 1½-year-old girl with brown eyes and light hair in the center of the track. The mother was running to get the child off the track. The child had been playing in a neighbor's yard with a kitten, and it appears that the kitten ran away and got on the railway track and the child followed it. Several of the neighbors witnessed this heroic feat of the engineer and fireman.



No. 6, passenger engine of the Chicago, Memphis & Gulf, Illinois Central System, which is handled by Engineer Thomas McHugh and Fireman P. W. Mahoney, who figured in the rescue of a child.



On duty. Fireman P. W. Mahoney (on the left) and Engineer Thomas McHugh

EDUCATION

The entire object of true education is to make people not merely do the right thing, but enjoy the right things; not merely industrious, but to love industry; not merely learned, but to love knowledge; not merely pure, but to love purity; not merely just, but to hunger and thirst after justice.—JOHN RUSKIN.

Seniority

In recent months the question has been frequently asked: "Just what does seniority mean to the railway worker?"

Seniority to the railway worker means the privilege of employment based on years of service. There are many advantages to be derived by reason of prior seniority, foremost of which is the assurance of protection, when forces are reduced, against the rights of junior employees; also the right of advancement, when vacancies occur, to a more agreeable job in the trade, providing the worker possesses the necessary skill to perform the duties of the assignment to which he aspires.

Seniority rosters are maintained which show the standing of each employee in each craft. His rating begins upon the date of entering the service, and his privileges accumulate from that time. That is, when a man enters the service of a railroad, his name and the date of his employment are listed. Thus the man who has been longest in the service would head the list, and, transversely, the youngest man would be at the foot. Rights are based upon continuous service and increase in value according to the number of years of unbroken employment with the railroad.

The employees who enjoy the greatest seniority are practically assured of permanent employment, with attendant security of future.

From the foregoing it may be seen that seniority to the railway worker is equivalent to good will to the business establishment. It increases in value as continuous service with the railroad accumulates.—H. O. VOEGELI, Chief Shop Accountant, Jackson, Tenn.

Editorial

PENSION RECORDS RESTORED

Illinois Central System shopmen who went out during the shopmen's strike of 1911 and later returned to the service, and who remained loyal during the recent shopmen's strike, have been notified that, in appreciation of their recent loyalty, the management has restored the pension rights they forfeited in 1911. That is to say, their pension records will now stand exactly as they stood when the men left the service in 1911, with full credit for the additional time served since they returned to work following the 1911 strike.

FOR THE YOUNGER GENERATION

After all, each of us is working to maintain a home, whether it be an individual hall bedroom or an all-embracing establishment with a fireside, wife and kiddies and all that goes to make such a place complete. However much we are interested in our work, we spend at least two-thirds of our life away from it, and our work itself is undertaken with the idea of making more enjoyable or more bearable the homes we inhabit. The efficiency of the great Illinois Central System is to a considerable extent due to the contentment that is to be found in Illinois Central homes, and anything that goes to make better homes for Illinois Central employes will indirectly make this a greater railway system.

The Illinois Central housewife is an important part of the Illinois Central establishment. Realizing this fact, the *Illinois Central Magazine* has had in operation for more than a year a Home Division that is meant to be of service to the Illinois Central womenfolk. This department is meant to be a clearing place of housewifely information for our women readers, and it is to be hoped that they will take advantage of its opportunities to even a greater extent than they already have.

But even by reaching the employe and his wife the magazine has not touched everybody in the typical Illinois Central home, which, it is to be presumed, is also the typical American home. For the satis-

faction of the parents, we have recently been printing photographs of Illinois Central children, and that brings up the thought that we ought to have some material of interest for the remaining half or three-fifths of the family. In the December issue we plan to begin giving the children a page or two of distinct interest to them, and the innovation will be continued if the interest aroused seems to make the project worth while.

Frankly, it pleases us to see the magazine taken home. We like to have it read and appreciated by all the members of the family, so that the great institution we are all working for will be brought a little closer to us all. By enlisting the interest of the children, we naturally hope that they will be brought up in Illinois Central fidelity, so that they will be ready to take up and carry on our tasks when we are reluctantly forced to lay them down.

PRESIDENT MARKHAM AT WATERLOO

President Markham was the principal speaker before the Rotary Club at Waterloo, Iowa, October 9. For this occasion the Rotary Club had as its guests, in addition to Mr. Markham, the foremen of the Illinois Central shops at Waterloo. Mr. Markham therefore had the privilege of talking before not only the representative business men of Waterloo but also the foremen of the shops of his own road.

This occasion was a fine example of the three-cornered partnership which should exist among the public, railway employes and railway management, for the three factors were splendidly represented in the Waterloo meeting. In closing his address Mr. Markham said: "I want to close by trying to add another word of appreciation of this opportunity of meeting you gentlemen, and particularly to thank you for your courtesies in inviting here a number of my fellow employes from the shops."

The term "fellow employes" which Mr. Markham always uses when he refers to other employes of the Illinois Central System is truly expressive of the situation

which exists between him and the other employes of the road. Mr. Markham always takes the position that the employes of the Illinois Central System are working with him and not for him. With him it is never a case of "Go on, boys," but it is always a case of "Come on, boys." This is the kind of cement that helps to hold a railroad and its management together.

The employes of the Waterloo shops are entitled to be congratulated upon having the privilege of living in such a splendid and beautiful city, and the city of Waterloo is to be congratulated upon having the employes of the Waterloo shops as citizens. Certainly that is an asset of which any city might well feel proud. There is every evidence of the fact that Waterloo is proud of this asset and means to cultivate it and protect it in every proper way within its power.

NAVY DAY

Lying on our desk is a letter calling attention to the celebration of Navy Day, which occurred on Friday, October 27. The celebration is fostered by the Navy League of the United States, a civilian organization which has for its purpose the promotion of a more general understanding of the United States Navy and its services to the Republic, past and present.

In a recent letter to Theodore Roosevelt, acting secretary of the Navy, calling his attention to the designation of October 27 as Navy Day, and asking the co-operation of the Navy and the Navy Department in its celebration, R. J. Kelley, president of the Navy League, wrote as follows:

"Our country is a republic. The Navy belongs to the people. Therefore, the people of the country should be informed in every detail as to what their Navy is doing for them, for it is on them that the Navy depends for its support.

"The Navy has a splendid record of which our people may justly be proud. It is our great defensive weapon, and has never caused a war. It has been a potent factor, throughout its history, in preserving peace. The Navy itself earnestly worked to bring about the success of the recent Limitation of Armament Conference, and heartily indorses that great conception.

"Over and above these considerations, however, the Navy is a great and potent factor for the development and aid of our people during peace times. I do not believe the farmers and manufacturers of this country

realize how closely the Navy is interwoven with their every-day affairs. I think it is our duty to put them in possession of the facts in order that they may know that their peace-time prosperity is constantly aided by our Navy."

An observance of Navy Day seems to us to be very appropriate. Even those persons living on the seaboard, who are frequently reminded of the Navy and its services, have an altogether inadequate picture of the importance of this department of the government's activities. For the rest of us, our ideas about the Navy are principally based upon a limited contact with representatives of the seafaring department of our fighting forces, possibly supplemented by the views which appear in the cinema news films.

The Navy did not take part in the World War in the spectacular fashion that the Army did, with the exception of the Marine units, a branch of the Navy organizations, which were attached to the Army and performed so brilliantly in the offensive movement of the Soissons-Rheims sector, beginning before Chateau Thierry and Belleau Wood. But the Navy was in the war, performing its less dramatic part thoroughly, devotedly. The convoy service, the anti-submarine patrol, the mine barrage—these were essential factors in the prosecution of the war, and the Navy executed them well.

But, while the pages of American history are glorified by the brilliant record of our Navy, its greatest service is the service of peace. To quote from a statement by Henry Breckenridge, of the Navy League:

"Our peace and prosperity are safeguarded by the Navy. It is an agent of stability in a troubled world. It carries no threat, but it lends authority to America's voice, speaking for altruism, justice and law."

A NATIONAL PERIL

A recent check made of the traffic passing over grade crossings on fifty-two railroads showed that out of about 306,000 drivers of automobiles and horse-drawn vehicles more than 156,000 observed no precaution whatever in the way of looking in either direction or reducing speed. The check was made by the committee on grade-crossing protection of the American Railway Association July 15 and 16. The result of the check was as follows:

Number of vehicles passing.....	306,306
Looked in both directions.....	62,829
Looked in one direction.....	61,687

Observed no precaution.....156,607

Speed of 20 or more miles..... 26,453

More than half of the drivers observed no precaution whatever in the protection of their own lives, the lives of the other occupants of their vehicles, and their property. Twenty per cent of them looked in one direction. Only about 20½ per cent observed ordinary care.

Multiplied instances of serious accidents testify to the accuracy of these observations. A mule-drawn wagon was recently struck at a crossing between Freeburg and New Athens, Ill., where the view is clear and unobstructed to the driver for more than half a mile, with no noises or objects to attract attention. In that case the father and mother of three children were killed. Recently a man crossing a single track grade-crossing on our lines in a Ford sedan looked only one way. As his machine came upon the track a passenger train from the other direction struck him.

These instances could be multiplied. They bring to our attention forcibly the situation revealed by the figures reported by the committee.

If an indictment of such a serious nature should be brought against so large a number of citizens as 156,000 in any other situation, reflecting upon the simple horse sense of the people, the allegation would be denounced as emanating from a diseased brain. Suffice it to say that if these adult drivers, many of them parents, were to permit their own children similarly to expose themselves to such danger, the community would censure such indifference toward the little innocents. Why should the community be less interested in the bread-winner for these little ones? If the state regarded it the duty of the people to conserve the manhood and womanhood of the country by taking the narcotic and the intoxicant away, why is it not the state's duty to compel the driver to exercise the simple duty of stopping before reaching the zone of danger? This would practically eliminate the crossing peril.

LITIGATION IN MISSISSIPPI

Many readers will recall efforts which were put forth by President Markham some years ago to awaken public sentiment in Mississippi on the subject of damage suits against corporations in that state, more particularly the railroads. The statements

made by Mr. Markham at that time, which were published in many of the local papers of the state, indicated that for some reason a most unhealthy condition existed with respect to litigation in Mississippi. The material found in those statements showed that suits were being brought on all sorts of trivial causes of action, and that in many cases these suits were resulting in large verdicts which seriously depleted the revenues of the railroads.

An examination of the recently published docket of the Supreme Court of Mississippi for the September term, 1922, covering all cases filed with the Supreme Court up to August 25, 1922, shows what beneficial results have followed from the missionary efforts which have been made by Mr. Markham and the others whom he interested in this matter. On this docket are 213 civil cases. Out of 213, the Illinois Central System has only five, one being against the Illinois Central and four against the Yazoo & Mississippi Valley. Of the four cases against the Yazoo & Mississippi Valley, two are on appeals of plaintiffs who were defeated in the lower court. As a matter of fact, the Illinois Central System has only three cases in the Supreme Court taken there at its instance.

When we compare the condition of the docket of the Mississippi Supreme Court some ten years ago with reference to Illinois Central System cases with the condition indicated by the docket just referred to, the improvement which has been made in Mississippi in that time becomes apparent. Before the crusade was undertaken by Mr. Markham nearly one-third of the cases submitted to the Mississippi Supreme Court were railway cases and a large number of these cases were against either the Illinois Central or the Yazoo & Mississippi Valley. At the present time railway litigation in Mississippi, so far as these companies are concerned, is no more extensive in proportion to miles operated than in other state.

The public has come to understand that if anyone has a just claim against the Illinois Central System he can get an adjustment out of court which will prove more profitable than litigation.

Of course, as long as accidents happen and as long as human nature is as it is, there will be suits against railroads, as well as other corporations and individuals, but it is safe to say that this is no more true in Mississippi than elsewhere.

PUBLIC OPINION

What the



World Thinks

THE I. C. MAGAZINE

The October number of the excellent *Illinois Central Magazine* devotes much of its space to New Orleans, with a cover showing an illuminated glimpse of the harbor.

There is a long and interesting article on the American Legion convention, and another profusely illustrated describes the city of history and romance.

In a different vein J. T. Hallam of the superintendent's office tells in text and pictures of the work of enlarging the city's harbor facilities and forecasts that when the Industrial Canal is completed and in operation traffic over the Illinois Central will be greatly augmented.

The magazine has a wide circulation in the Mississippi Valley, and New Orleans ought to reap much benefit from the prominence it has received in the October number.—New Orleans (La.) *States*, October 10.

A FAILURE IN ITALY

The biggest problem Italy has to solve in order to bring about an amelioration in her present financial difficulty is a radical reorganization of her railway system. This is the opinion generally expressed by leading industrial men in Italy. The deficit of nearly 7,000,000,000 lire certified in the 1921-22 budget was 1,500,000,000 more than it was estimated eight months ago, and this extra deficit was especially due to the railway administration, for instead of 1,000,000,000 as it was expected, it showed a loss of 1,600,000,000.

The conviction is growing in Rome that the government should "get out of business" and cede the railroads as well as the telegraph and telephone to private interests. The argument is that the government loses about 2,000,000,000 lire per year by running these public services, whereas private interests could not only run them to greater satisfaction of the public but could also, within two or three years, derive a handsome profit from them. Besides saving the 2,000,000,000 loss, this would increase the government's revenue in the shape of taxes that would be paid on profits.

Before the war the state railroads em-

ployed 120,000 men, and at present, to do the same work, there are 210,000 men. It is thought that private interests, aided properly by the government, could reduce the number of employes to the pre-war figure in two or three years and then begin to make profits, for 90,000 unnecessary employes consume in salary alone nearly 1,500,000,000 lire.—Chicago (Ill.) *Journal of Commerce*, August 21.

STRAIGHT TALK

Had it not been for the railroads this country—the Middle West—even Harrison County, would have been more or less the home of the Indians and buffaloes, and still there are people in the country who do all in their power to harass the railroads. The public, on one hand, including the government and the different commissions, and the employes on the other. We'd get along a lot better if the roads were allowed to operate their properties without too much interference.

There are still fellows in the country who will insist that the railroads are guaranteed 6 per cent. However, they are not guaranteed anything. If they earn any income they are allowed to keep 5½ per cent of it, before they divide with the government.—Logan (Iowa) *Observer*, September 28.

SIX INCHES

A banker in Brighton, Ill., dreaming about stocks and bonds as he drove his automobile at different speeds as his mood dictated, suddenly realized that he was about to collide with a fast passenger train. He stopped his car, and the train whirled by. He was saved by a small margin of six inches. As an able banker he knew that six inches was too narrow a margin for safety, but this was an after-thought.

There was a time when it was generally considered that only hot-headed fools drove their flivvers into railway trains, but now every age has been represented, and every dignified profession and business and trade has been represented on the long list of fatalities caused by indiscreet driving. Some of these drivers were sober; some

were not. Some were on business bent; others, out for joy rides.

Warning seems to be useless. If Solomon made a mistake when he said all men were liars, it certainly is proving true that Barnum was right, anyway. The newspapers may save time by setting up several headlines: "Killed in wreck" or "He rammed his car into a freight engine." Every day the accidents happen. Somebody is going to start a crusade not to save the babies but to save the boobs. One of these hot days a law will be passed requiring every automobile to come to a full stop before crossing a railroad and, to remind the autoist that he is approaching a railroad, an automatic gate or a bump will be placed on each side of the crossings to do the thinking for the foolish folk who can't think for themselves.—Cedar Rapids (Iowa) *Gazette*, September 8.

INCENDIARY

The United States has been, is and always will be a free country where industrial, religious and political disputes will be threshed out on the basis of free expression, obedience to the law and tolerance.

A law-abiding citizenship which has had no curb on its tongue or pen and no restraint beyond tolerance has been able to settle, without violence, every important question which has arisen since the founding of the country.

It is a late day, despite the trend to anarchy dished up as modernism and disguised under the various names of Karl Marx, Lenine and McNamara, to come into a peaceable community which has a reputation for an industrial and civic standard equal to that of any municipality in the United States and preach violence.

The Constitution of the United States reads, and has been interpreted for more than a century as reading, that a majority shall rule. It has been majority rule, and it shall be unless the red flag of anarchy is nailed to the capitol mast in Washington.

The opinions of men and their leaders are important so long as they deal with a situation which concerns any integral part of our country or community.

Paducah has lent a willing ear in every case where a part of her citizenship has had an issue at stake. But Paducah cannot afford to allow her citizenship to be judged by the utterances of one who urges minority rule.

The curfew law has just been ended; it would seem that the commissioners knew wherewith they dealt when they imposed its stringent regulations. Opposition to organized, legal and recognized government founded on the best thoughts of those who established this government is being spouted from the convention platform.

Men who served overseas are being urged to turn against the flag they served in the cause of humanity to upset the cause of humanity. They are told, "If necessary we will take up guns and fight." It is the heresy of the anarchist being preached to patriotic Americans.

Will an incendiary speaker obtain a following of men who have been law-abiding home-owners, steady workers, husbands, fathers and respected citizens?

A time has come for a realignment. No bolshevist shall dictate to Paducah citizens and home-owners a course which shall place them on the same level with the ignorant peasant of Russia who has been conscripted under the banner of the bomb thrower.

There is just one way for any group or party to enforce its views upon the people of the United States, and that is through the lawful and orderly course of the ballot.

Instead of wasting time preaching class hatred and the spirit of terrorism—and it is wasted time because the broad citizenship of this country will never be influenced in the slightest by this type of attack—let men who are not satisfied with American ideals and American government as it is practiced today educate a following that will go to the polls and enforce their views, not with guns, but with the ballot.—Paducah (Ky.) *News-Democrat*, September 12.

ROAD WRECKING

President Frank Terrace, speaking before the twenty-third annual convention of the Washington State Good Roads Association at Ellensburg, Wash., this week, says:

"The legitimate function of a highway is, first, the accommodation of private owners of vehicles for their individual pleasure and business. They are not designed or intended as permanent roadbeds for transportation business and can never be depended upon to fulfill that function.

"We have not yet developed a roadbed which will stand the everlasting pounding of this traffic for which highways were never intended. Roads that were designed and built honestly for 95 per cent of the

traffic have been hammered to pieces by 5 per cent of the traffic.

"The early destruction of many of our highways has called for rebuilding on a far more expensive scale, and for all new highways to be designed for the heaviest traffic, which is only 5 per cent. Are we to continue this expensive construction and maintenance to provide a practically free right-of-way roadbed and maintain the same for a traffic which pays nothing for its use except a simple license, the same as any ordinary pleasure vehicle?

"It is generally conceded that a highway capable of standing the legitimate 95 per cent of travel can be built for \$30,000 per mile (16-foot road). If this abnormal traffic is to be perpetuated, we must pay at least \$50,000 per mile, an extra \$20,000 per mile for 5 per cent of the travel. Are we going to stand for this—to make and maintain such roads for traffic never contemplated, which cannot take the place of railroads, and only serves to bankrupt them?

"Electric and steam railroads are absolutely the only safe, sane and permanent means of commercial traffic; and no country can prosper without them. Their rights-of-way must be bought, tunnels and cuts made, bridges and culverts built, tracks laid, engines and cars bought, and all kinds of buildings erected at enormous cost to operate this essential means of transportation. The same railroads must pay their share of cost and maintenance of the highways which are giving practically free rights to their competitors. Can we do without railroads? If not, we should see that they have the right to a fair return on their investment.

"The farmers of this state have suffered because the public authorities, state and county, in employing people, especially on the road building, set a day rate with short hours that would bankrupt every farmer in the whole state if he had to meet it, and he is more or less in competition with it. When a man in the hay field or milking cows receives his \$3 a day working ten hours and finds out that right along the road a fellow is working at \$4 or \$5 a day, eight hours, the farm employe becomes dissatisfied, and then trouble arises.

"Taxes on farms are running from \$2.50 to \$20 per acre, and this is prohibitive. If we do not take care of this basic industry, which furnishes 80 per cent of all the pro-

duction, we cannot long boast of being the 'Great United States.'

"The easiest way and cheapest plan of obtaining money for road building and upkeep is by a tax on gasoline. We must not lessen our interest nor lay off in any way in pushing our road program to completion."
—Philadelphia (Pa.) *News Bureau*, September 25.

FRUITS OF RESTRICTION

Some three years ago this newspaper called attention to the wide disparity between the railroads and all other classes of undertakings in respect to new capital at their disposal. Since then the ratio of railway financing to total corporation issues has increased somewhat, but even last year, in the midst of general industrial depression and while the railroads were still struggling to overcome the physical degeneration of the federal control period, the carriers sold less than one-quarter of the security offerings by all privately owned corporations. In nine months of this year the ratio has fallen again, the railroads having obtained little more than one-fifth of the total subscriptions by investors.

Actually the situation has been worse for the railroads than these figures would indicate, because the bulk of railway financing since the end of federal control has been done for the refunding of debts contracted anywhere from two to twenty or thirty years previously. The railroads, moreover, had no such profits to carry forward from war-time inflation as did great numbers of industrial undertakings.

Today every prediction, of this and other financial and technical journals, as to the logical results to be expected from this lopsided application of available new capital has been verified. From literally every quarter of the United States come complaints of insufficient transportation service to accommodate the volume of business that might be done. For the last week of September freight car-loadings were within 3 per cent of the high record, made in the middle of October, 1920. This season's traffic peak had not been reached when these figures were compiled, and, because of a menacing shortage of fuel at the threshold of winter, this year's peak load will inevitably be greater and last longer than usual.

Under the rate-making mandate of the Transportation Act the Commerce Commission attempted in 1920 to create a general

rate scale, yielding 6 per cent upon its tentative appraisal of the whole railway investment. Although the actual yield for the first year under the new schedules was only half of the intended return, and under a trade recovery improved to only a fraction more than 5 per cent early this year, the commission found itself helpless to resist political pressure for widespread reduction of freight rates. At a time when suspension of coal mining was clearly foreshadowed certain members of the commission expressed the fear that unless rates were reduced railway earnings for the ensuing twelve months would exceed a fair return.

It happens that the market for railway bonds has been far more favorable this year than it has been most of the time since the

armistice. But the trouble is that the railroads have done far too much bond financing already to take on still more debt except for their most urgent needs. With the Commerce Commission's forward calculations of railway returns chronically wrong, the sound financing of railway expansion with share capital has been for years a practical impossibility.

In fairness it should be added that responsibility for the country's woefully inadequate transportation facilities rests primarily not with the Commerce Commission, but with shippers who cannot see more than ninety days ahead and an army of politicians who never by any chance think beyond the next November.—*Wall Street Journal* (New York), October 14.

The Baggage-man in Our Public Relations

By J. B. ARVIN,

Train Baggage-man, St. Louis Division

Handling of baggage and of mail, as nearly every train on the St. Louis division handles mail, can be done with a system to decrease damages and claims to the railroad as well as to the passenger or the sender of the mail.

As I have noticed, all the other baggage-men, as well as myself, see that the baggage and mail are put into the car with care and are handled with care after they are in the car. This will save money for the company and also prevent loss for the patrons.

As I have noticed, when a piece of parcel post (as a pasteboard box) is broken and we know some of the contents will be lost out, not only while in our care but after it has passed into someone else's hands, we tie it up with string or in some other way, so we know that the contents will be safe. We re-wrap trunks and suitcases where the rope has come off or been broken or a suitcase that has been stuffed so full that the catches will not stay fastened. I have seen this done time after time.

Baggage-men help to keep trains running on time. We unload and receive baggage and mail as quickly as possible without doing any damage to whatever we are handling, in order that we shall not delay trains, as we know that we have passengers who are going farther than our division point and who may have but a few minutes to wait for their train. I don't think it will

make friends for the Illinois Central if we are the cause of delay.

We are putting forth our best effort to eliminate damages and delays for trains on our division.

Some Bad Luck in the '80s

Val P. Barrick, incline engine foreman at Baton Rouge, La., tells this one of his experiences in the early days:

"My first work with the Illinois Central was in 1886. I came down the Ohio River on a raft of logs from Point Pleasant, W. Va., to Cairo, Ill., and there hired as a brakeman on the incline before the bridge was built—and when I say brakeman, I mean a job having to do with brakes, link-and-pin coupling. I'll say it took pig-iron men in those days.

"One day we were loading the boat, and as we tipped over the hill the engine broke off. It was up to me and the hand brakes to stop the cut. I got them stopped all right before they went off the back end of the boat, and the pig-iron yardmaster said: 'Boy, you sure did a good job!'

"Stuyvesant Fish was standing by, and he said: 'Young man, did you examine that coupling before you started?'

"'Yes sir,' I replied, 'but the pin jumped out.'

"'You did well,' he continued. 'You should be rewarded.'

"The next day I was fired by the pig-iron yardmaster. A boomer friend of his came along, and he gave him my job."—T. T.



The Careful Crossing Campaign

Notwithstanding the extensive educational campaign conducted from June 1 to September 30 to prevent automobile grade-crossing accidents, the result on the Illinois Central System shows that there were 235 automobile grade-crossing accidents during that period as compared with 139 such accidents during the same period in 1921. The 235 accidents referred to caused the death of seventeen persons and injury to sixty. Although there was an increase of 69 per cent in the number of accidents, there was a decrease of 6 per cent in the number of casualties.

The Illinois Central System has succeeded in reducing the number of accidents resulting in injury to its passengers and employees. However, the number of motor vehicle grade-crossing accidents has been steadily increasing for years.

We earnestly request that enginemen continue to do their part in assisting to prevent this class of accidents by giving proper warning signals and by being on the lookout while they are approaching public highway crossings. If those who drive motor vehicles would do their part, there would not be any motor vehicle accidents, but they will not do it, and therefore they must not be depended upon to do it. It is our duty to protect them just as far as it is humanly possible to do so.—S. M. C.

After Longfellow

The shades of night were falling fast;
A fool stepped on it and flew past.
A crash! He died without a sound;
They opened up his head and found—
Excelsior!

Ten Fatal Accidents an Hour

Seventy-six thousand accidental deaths—a life every six minutes—was the toll paid by careless America during 1920, according to the report of the National Safety Council presented at the eleventh annual Safety Congress, which opened in Detroit, August 28. The 1920 toll of accidents represents the total population of the state of Nevada, and while it was a decrease of 3,300 from

1911, it was only 400 less than the 1919 total. The automobile fatality frequency for 1920 was thirty deaths a day, a total of 11,000 for the year. People died from falling accidents of all kinds at the rate of thirty-four a day. Burns claimed twenty-two lives a day, a total for the year of 8,088. Railway accidents showed no decline, as there were 7,769 such deaths. More than twice as many men died accidentally as did women.

Says That Safety Pays

"'Safety first' is not only a humanitarian slogan but an economic one," Judge E. H. Gary, chairman of the United States Steel Corporation, declared in an address before the Merchants Association of New York October 10 in connection with the observance of "Safety Week." Many large business firms, Judge Gary said, are spending millions annually in the promulgation of safety and general welfare plans. "The proposition now engaging our thought and action," Judge Gary said, "is first of all one of humanity, but it is also economic. A nation which decreases deaths and injuries by accidents is in the highest and best sense conservative and conserving its resources."

Step aside a little oftener to talk with God and thine own heart.—FLAVEL.

A Safety Summary

Failure to

Protect with blue flag,
Exercise care,
Resist dangerous practices,
Signal trains,
Observe rules and orders,
Note and regard signals,
Adjust couplers properly,
Look where you step,

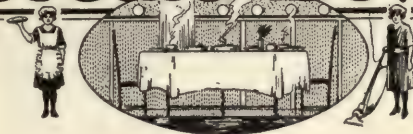
Impart safety ideas to co-workers,
Notice causes of accidents,
Judge side or overhead clearances,
Use goggles,
Run motor cars carefully,
Yield to safety pleas—

will make the words "Personal Injury" a reality to you and perhaps mean fatal injury.—R. L. ORNE, *Claims Department, Chicago.*

The Home Division

Edited by

Nan Carter



Make Your Good Points Known

Few women understand the importance of conscious development of personality. A really charming woman is not one who can be classified by a single word; hers is no particular type. She has a style all her own. She cultivates that characteristic which distinguishes her from other women. She selects clothes which bring out all the beauty of her figure. She studies colors and lines. If her hands and arms are beautifully formed, she emphasizes their beauty by the type of sleeve she selects, and she devotes extra time to the care of her hands. Or it may be that her pretty foot is her best card, in which case she dresses it with care. She has no ambitions to look like Mrs. Smith or Mrs. Brown, however fashionable those good ladies may be. She does not ape the mannerisms of her next door neighbor. She does not slavishly follow the prevailing mode, regardless of its adaptability to her figure. Red may be the raging color of the season, but if it happens that her crown of glory is of the Titian shade she does not blindly select a red gown. Her conversation is not noticeably punctuated with the latest slang. She moves easily and gracefully. Her manners are gracious, and if her voice is true and clear she seeks to improve it. She is just herself—a charming self—so “different” and therefore as refreshing as a lake breeze on an August day.

Study your face and your figure, and then develop your good points, thus obscuring the bad ones.

Household Hints for Home Makers

To clean granite pans which have been burned, half fill with cold water, add washing soda, and heat to boiling point; then wash in the usual way.

Paraffin covers for jelly glasses may be melted and used again and again, if they are washed and put away as soon as the jelly is uncovered for use.

Cake will crack on top if the oven is too hot or if too much flour has been used.

In selecting poultry, it should be noted that a young, tender chicken has soft feet,

The Children's Page

We have been trying through the various departments of the magazine to reach the members of the Illinois Central family—to provide something of interest for the menfolk and for the womenfolk. We fear, however, that we have neglected a most important part of the family circle: namely, the little people. True, we publish their pictures and the smart things they say, but we want to do more than that. In the December issue we will introduce a page or two for the children. We want interesting material for this section, such as stories, puzzles, games, contests. We invite the boys and girls to write to Aunt Nancie, who will be glad to hear about their work and play, their school days and holidays, their pets and pastimes. Aunt Nancie will reply to the letters through the columns of the magazine. We ask our readers, and especially our mothers and fathers, to co-operate with us and make suggestions along this line. Letters pertaining to the children's page should be addressed to Aunt Nancie, in care of the *Illinois Central Magazine*.—N. C.

smooth skin, soft cartilage at the end of the breastbone and an abundance of pinfeathers. A good turkey should be plump, have smooth dark legs, and soft cartilage at the end of the breastbone.

The addition of $\frac{1}{4}$ teaspoon nutmeg, a few drops lemon juice and a little grated lemon rind improves the flavor of baked apples.

The dreaded task of window washing is greatly simplified by using a chamois. Dip chamois (about fifteen inches square—not too large) in a pail of lukewarm water; after it is thoroughly soaked, squeeze it slightly and wash the windows; the process of washing the window may be repeated if necessary. Then rinse the chamois in water, wring it dry, and wipe the window. This method is simple and is a great labor and time-saver. To prolong the life of the chamois, a cloth can be used to wash the windows, wiping the windows dry with chamois wrung free of water. After using

the chamois, wash it in lukewarm water with soap, rinse several times and hang up to dry.—MRS. FRANK RYMKO, *Stenographer, Office of Illinois Central Magazine, Chicago.*

Are You a Tin Can Cook?

What would you do, Mrs. Tin Can Housewife, if your husband were to get stubborn and refuse to eat one of your canned dinners some day? A good substitute would be a vegetable dinner, prepared in a very few minutes. Purchase from your grocer, where you are in the habit of buying your tin cans, some fresh vegetables; from your butcher, some small pieces of tender meat. Pare and cube the vegetables and place them in a covered dish with enough water almost to cover them. Chop the meat in small pieces and place it in a covered dish to cook. Never cook meat and vegetables together, or both will lose their natural flavor. When the vegetables are nearly done, stir in a tablespoonful of corn starch dissolved in water, with salt and pepper to taste. Place the meat in the center of a large platter, then the vegetables a spoonful at a time around it, garnish with a row of creamed Irish potatoes and a few sprigs of parsley, and the result is a dish fit for the man of the house. A wholesome fruit salad and a nice juicy pie will finish the dinner, and hubby will strut around like a peacock and say, "My dear, let me help with the dishes; we are going to the new movie theater tonight."—MISS VERNITA TRIBBLE, *Tennessee Division.*

Tested Recipes

PUMPKIN PIE.—1 cup sifted pumpkin, $\frac{1}{2}$ teaspoon salt, 1 saltspoon mace, $\frac{1}{2}$ teaspoon cinnamon, $\frac{2}{3}$ cup sugar, 1 egg, $\frac{1}{2}$ cup scalded milk, $\frac{1}{2}$ cup scalded cream. Combine the first four ingredients; beat the egg and mix with sugar, pour the milk and cream into this slowly; combine with the pumpkin mixture and pour into a deep pie plate lined with plain paste. Bake thirty-five to forty minutes. Spread with whipped cream sprinkled over with finely chopped nut meats, and serve.

MINCE MEAT.—Two cups chopped beef, 4 cups sugar, 1 nutmeg (grated), 2 cups boiled cider, rind and juice of two lemons, 4 teaspoons salt, 4 teaspoons cinnamon, $1\frac{1}{4}$ cups each of chopped raisins, citron and currants, 1 teaspoon ground cloves, 1 cup suet, finely chopped. Mix and scald. Pack down in

jars and pour a little brandy on top. When ready to use, add 6 cups chopped apple and stoned raisins to taste.

RAISIN PIE.—Seed and mince two cupfuls of raisins and stir into them a gill of water, a cup of sugar and a heaping teaspoonful of flour. Fill pastry shells with the mixture, lay strips of pastry over the top, and bake.

MAPLE CAKE.— $\frac{1}{2}$ cup butter or substitute, 2 cups maple sugar, 2 eggs, $2\frac{1}{2}$ cups flour, $\frac{2}{3}$ teaspoon soda, 1 cup buttermilk, 2 teaspoons baking powder, $\frac{1}{2}$ teaspoon ginger. Cream the butter; gradually add the maple sugar, crushed fine; add the eggs, beaten without separating the whites and yolks; dissolve the soda in the buttermilk, and add the milk alternately with the flour, which has been sifted, measured, and sifted again with the ginger and baking powder added. Bake in a tub loaf pan about 50 minutes. Cover with maple icing, made as follows: Dissolve 1 cup maple sugar and 1 tablespoon corn syrup in $\frac{1}{3}$ cup of boiling water. Boil until it forms a soft ball when tested in cold water. Pour the syrup in a fine stream on the white of one egg beaten very light, beating constantly meanwhile. Continue beating until cool, spread on cake, and decorate with English walnuts.—Miss V. T.

VIRGINIA SMOTHERED CHICKEN.—Split tender chicken down back; season with teaspoonful of salt and one-quarter teaspoon pepper. Put in dripping pan with cupful of hot water; leave in oven until tender. When it begins to brown, make paste of two tablespoonfuls each of butter and flour, spread over chicken and baste every ten minutes until brown. Remove chicken to hot platter. Make gravy of drippings, adding cup of milk, and pour over chicken.

OUR BABIES

No. 1 is Cyril Arthur, $3\frac{1}{2}$ years old, son of Cyril E. Trust, secretary to chief clerk to general freight agent, New Orleans, La.

No. 2 shows Lloyd (standing), 7 years old, Delmont, 4 years old, Francis, 21 months old, and William, 9 years old, grandsons of H. S. Murphy, B. & B. foreman, Fort Dodge, Iowa.

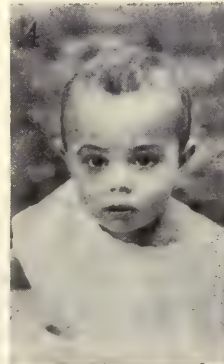
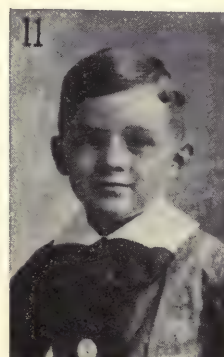
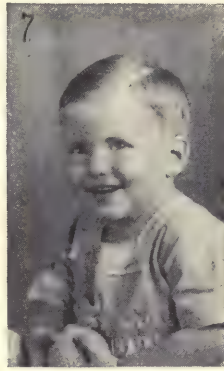
No. 3 is Julian Eugene, $1\frac{1}{2}$ years old, brother of Cyril Arthur, No. 1 above.

No. 4 is James Vincent, 9 months old, son of Harry Cosgrove, car repairer, Cherokee, Iowa.

No. 5 is B. E. William, 4 months old, grandson of Alex Herbert, pumper, Burnside, La.

No. 6 is Harold C., 7 months old, son of W. C. Pryor, chief bill clerk, Baton Rouge, La. Harold weighs twenty-one pounds.

No. 6 is William J., 2 years 5 months old,



son of P. M. Yetter, contract attorney, operating vice-president's office, Chicago.

No. 8 is William H., Jr., 19 months old, son of W. H. Lawshe, traveling auditor, Chicago.

No. 9 is Frank P., Jr., 2 years 8 months old, son of Frank L. Coyer, clerk, general foreman's office, Kankakee, Ill.

No. 10 is Paul James Durbin, 4 years 11 months old, adopted son of Supervisor J. W. Purcell, Fulton, Ky.

No. 11 is Edmond M., 4 years old, son of Operator E. E. Truitt, Independence, Iowa.

No. 12 is Edward Peyton, 13 months old, son of G. P. Robertson, brakeman, McComb, Miss.

No. 13 shows Mark Samuel and Sara Marguerite, children of Peter J. McHugh, special agent, Memphis, Tenn. Sara Marguerite, who is better known to her friends as "Little Sis," is here shown after making her first Holy Communion.

No. 14 is Samuel Jean, 15 months old, son of Conductor F. S. Mooney, Centralia, Ill.

No. 15 is Martha Frances, 5 months old, daughter of Flagman R. A. Harris, Mississippi division.

No. 16 shows Billie, 5 years old, and Jane, 4 years old, children of Assistant Engineer John W. Swartz, Clinton, Ill.

No. 17 is Mary Esther, 6 months old, daughter of Trainmaster W. H. Petty, Durant, Miss.

No. 18 is Martha Virginia, 3 years 9 months old, daughter of J. A. Varnado, night chief clerk, Baton Rouge, La.

No. 19 is Pauline, 4 years old, daughter of Section Foreman J. E. Wood, Greenville, Miss.

No. 20 is Bernice Irene, 2½ years old, daughter of Track Foreman John Erlewine, Ackley, Iowa.

No. 21 is Betty Jane, 2 years old, daughter of Engineer E. B. Smith, Amboy, Ill.

No. 22 is Maxine Elizabeth, 4 years old, daughter of J. S. Armstrong, yard clerk, Madison, Wis.

No. 23 is Wilma Kathlyn, 5 years old, daughter of Joe Eddington, accountant, Mattoon, Ill.

No. 24 is Marcella Louise, 3½ years old, daughter of L. H. Petri, assistant chief clerk to Superintendent Roth, Mattoon, Ill.

No. 25 is Carlotta M., 5 years old, daughter of Instrumentman L. W. King, McComb, Miss.

No. 26 is Millie Christine, 2 years 8 months old, daughter of Section Foreman George Spillman, Oakfield, Tenn.

No. 27 shows Shirley Janise, 10 months old, and Dorothy Eileen, 2½ years old, children of R. L. Morgan, employed in office of agent, Sioux Falls, S. D.

No. 28 is Annie Lena, 6 months old, daughter of J. J. Freeman, brakeman, Louisiana division.

Smart Sayings of Our Babies

Our readers are requested to send in the smart sayings of our babies so that we may print them. Address EDITOR, HOME DIVISION.

Mack is 3 years old and doesn't talk very plainly. He completely lost his heart to Aunt Grace when she visited his house. One day, just before she was to return to her home, she asked Mack how much he would sell himself for to come and live with her and be her little boy. Mack's price was a penny; so it was all settled between

them that he was to go with Aunt Grace. That night when his mother was undressing him she said to him:

"What is mother going to do? She won't have any little boy any more, and she's going to be very lonesome."

Mack slid down from her lap, went to his little coat pocket, took out the penny Aunt Grace had given him and went over to her, threw it in her lap and said:

"There's your penny."

"Why, Mack, what does this mean? I thought you sold yourself to me."

"I changed my mind; my pwice has don up; I'm a nickel now," said Mack.—Miss M. E. T., Chicago.

Edward has just learned to whistle and is proud of his accomplishment. The other day he said to his little sister:

"Jane, why don't you whistle?"

"I tan't," lisped the tiny girl, sadly. "Dod didn't dive me a whithle."

THE LEADER

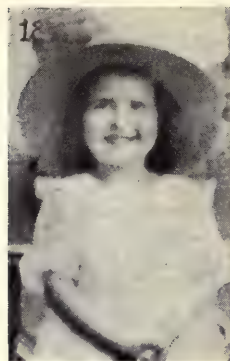
The distinctive characteristic of the leader is always initiative. Elbert Hubbard has defined initiative as the ability to do a thing without being told.

Apply the initiative yardstick to your own efforts. How much supervision do you require? How much telling is necessary to keep you going right? How many people above you devote some of their time to directing your efforts? Try this and then remember that supervision is a high-priced kind of service—and then on top of this remember that you pay for every dollar's worth of your own supervision.

Isn't it clear, isn't it plain to you that when somebody else has to tell you what to do next, when to do it, and how, that he must be paid for his service and isn't it clear that you must foot the bill?

The independent worker—the one who needs no goad other than his own ambition to keep him busy—eventually becomes the leader. He is a leader from the very beginning.

How naturally all of us follow the man of initiative—the one who seems to see a little farther into the future than we. How quickly such a man gathers about him a retinue of followers ready to do his bidding, and how easily and how naturally he sets the pace and maintains it.—B. F. WILLIAMS, in *The Business Philosopher*.





True Happiness in Arkansas

WOOD RAINWATER of Morrillton, Ark., in reply to a request from an editor for a "piece," recently indited the following epistle to *Commerce and Finance*, New York City:

Morrillton, Ark.

Dear Mr. Price.—You request my services to help edit *Commerce and Finance*. I couldn't think of it. I live in a little town in Arkansas with forty-one of the finest folks on earth and about 4,000 more equal to other inhabitants. We have no grafters, thieves, moonshiners, labor or capital, nobody kicking about the Lord's or Congress's favoritism, taxes or poverty. We have golf club, fishing club, K. K. club and home brew club.

I have a private 6-day bank that nets me all I can spend. I wind it up Monday and it runs until Saturday without my attention or worry. I ship five cars of chickens to New York every week; and the profits are my worry, as my wife's folks are rich, and I want to keep from showing too much prosperity. I fish two days a week, play golf three and close up on Thursday for the benefit of my girl stenographer, and play the fiddle all day Sunday.

I have six friends here and can see them in fifteen minutes. You have about five in New York, and you couldn't find them in a month.

When you die, if you go to Heaven, you have to come right through Morrillton; if you go to hell, you have to go by Hot Springs, only fifty miles from here. This is the gateway to either place. Besides these things we have flappers, movies, paved streets, swimming, petting and poker parties, curly headed boys with red neckties that play guitars and mandolins. What more does New York offer?

As soon as you die you'll come by here and forever kick yourself for seeing nothing but high buildings, traffic cops and strangers. We have a congressman who resigned because Harding keeps them in session doing nothing, which keeps him out of Arkansas.

Mr. Price, it's a dirty shame a fine fellow like yourself has to live in New York on a treadmill. Come on down to Arkansas. I'll give you my chicken and egg profits or my bank profits—either is as much as you can spend. Besides you can live and know forty-one of the finest folks on earth, besides other things.

Train Equipment Defined

A Pullman porter running to the South recently told Superintendent J. P. Leach of the Chicago districts a new classification

of railway cars that he had heard from a negro car checker.

"Engine, letter kyar, sittin'-up kyar, layin'-down kyar, eatin' kyar an' lookin'-out kyar," ran the checker's soliloquy.

Translated this would be, of course, engine, mail car, day coach, sleeper, diner and observation car.—*The Pullman News*.

Modern Childhood

How dear to my heart are the games of my childhood,

'The sports that we had by the old swimming pool,

The slingshots we used in the deep tangled wildwood,

The mibs that we played on our way home from school.

But now as I pause on the corner to hear them

And hark to their joyous and innocent tones,

I find as I amble up noiselessly near them

The children are using a couple of bones—

The innocent children,

The sweet, blue-eyed children,

The 12-year-old children

Are rolling the bones.

Ah well I remember how nimbly we hustled
And beat it to bed at the first stroke of nine;

Ah well I remember how swiftly we rustled
For fear of a slap at the base of the spine.
We hiked to the hay when the curfew was ringing

And woke in the morning all hungry and glad;

We never had heard about cabaret singing,
But now all the children know more than their dad—

The innocent children,

The sweet, blue-eyed children.

The 12-year-old children

Know more than their dad.

—Selected by "TEDDY," Office of Auditor of Freight Receipts.

On the I. C. With McIntyre

[With best apologies to friend O. O.]

SIXTY-SEVENTH ST., Sept. 26.—One climbs a long flight of stairs to board the train here; oddly enough, on reaching town, one has to climb another flight of stairs to reach street level. And yet the I. C. is far from being in run-down condition.

I amuse myself, while waiting on the platform for the express, watching the townward trains go by on the other tracks.

There scoots the Panama Limited, a proud Pullman affair with stewards in white coats and an observation platform. Wonder when McCutcheon will finish the "Heir at Large." A local train is starting on the voyage to Chicago. A local, by reason of its lightness, runs faster than an express between express stations; but I will pass this one at 12th Street.

At last my train. The smoker, as always, is a parallel-seated car compelling one to watch his fellow-passengers. There on the opposite side sits a young woman, legs neatly crossed, reading her newspaper quietly and smoking a cigaret. She rides on the smoker every morning. Nobody seems to notice her. There's Ben Hecht, getting on with his broad telescope hat. He doesn't look around. Several celebrities use this train. Here is Professor Linn, with the inevitable Fatima not quite falling from the center of his open lips. There is T. B. Hinckley of the Drama League. In a corner, conversing in low tones, are the piano player and the drummer at the Palace Theater. Delmar, the pianist, is an old army friend of mine. I pretend not to notice him. I owe him a cigaret.

From 53d Street to Roosevelt Road, the right-of-way skirts the lake. The water looks rough this morning. Hope we will not be derailed and steam into the waves. I never get sick at sea, but on Lake Michigan you can never be sure. There's a man reading *The Post*. How intelligent he looks. He is turning to the editorial page. He turns past it. Of course he has read my column before getting on. The new Field Museum looms into sight. Already quite dirty. Wrigley Building needs washing, too.

Randolph Street. All out! One stands for ten minutes on the left foot, while the throng of woman shoppers clutters up the narrow stairway. Two women can displace more room than twenty men. You can always tell the suburban matron from the metropolitan shopgirl. The stenographer moves right along, without shifting or back-spacing. Mayor Thompson ought to move the subway over to State Street. And make the shoppers use it. No, I don't want a tag.—RIG, in "From Pillar to Post," *Chicago Evening Post*, September 26.

Yazoo Valley Contentment

White man rid by my cabin one day;
Mus' been f'm de Nawth, f'm whut he say.
"Huccom yo laffin' an' prankin' erroun?
Yo' doan own nary a foot ob groun'.
Yo' clocs' all tatters," dat white man say,
"Yet yo' lows t' be happy all de day.
Mebbe yo's got 'ligion dat meks yo' ack
Jes' happy an' foolish an' crazy-lak."

"Well, suh," I 'sponds t' dat ar man,
"I meks de bes' of whut comes t' han'.
My clocs' is rags, but I has good health
An' that's mo' bettah dan all yo' wealth;
Effen all banks fail, doan' fret me none,
My worries all sink wid de settin' sun;
I lives wid de posies an' birds an' trees,
My conscience cla'r and my soul at ease."

White man he studied f'r quite a while,
Gib me a seegar an' a frien'ly smile.
"I reckon," he 'lowed, "yo' has de right slant,
I'd lak t' trade places, on'y I can't.
Doan' fret yo' hald bouten bonds an' stocks,
Yo's sho' crazy, Rastus—jes' lak a fox!"
—E. F. Y. in "Line o' Type or Two," *Chicago Tribune*.

INKID SAYS—



What Patrons Say of Our Service

A Friend Through Thick and Thin

F. K. Conn, president of the Bayou Land & Lumber Company, Yazoo City, Miss., recently wrote as follows to President C. H. Markham:

"Some years ago, our little company located a sawmill on one of your branch lines—the Yazoo & Mississippi Valley—at a point now known as Bayland, Miss.

"There have been times when we could have used more cars. Under some of the most trying circumstances, it seemed that we could not get equipment to move enough lumber to keep up our pay-roll, but we have always pulled through together, and at no time have we been compelled to close our mill because of inadequate service.

"Last spring, when we were overflowed from stem to stern, your officials voluntarily placed box cars on our tracks to house our labor.

"Through the coal strike and the railway shopmen's strike, we have got almost 100 per cent service.

"I sat at my desk today thinking how much this spirit of unselfish co-operation has meant to us, and I want to express to you, the highest official of the Illinois Central System, our appreciation of the consideration and service we have received from the employes of your line."

Service Just as Advertised

The following letter was recently received by W. H. Brill, our general passenger agent at New Orleans, from Sam Lozano, 1005 Main Street, Baton Rouge, La.:

"I am in receipt of a check from the Chicago office for \$2.88, in payment for an unused ticket which I forwarded to you for adjustment. Allow me to thank you for the immediate attention give such a trivial matter. It only demonstrates what you advertise regarding service whether of a major or of a minor nature."

Took City Children to Country

Joel D. Hunter, general superintendent of the United Charities of Chicago, 168 North Michigan Avenue, recently wrote as follows to President C. H. Markham:

"The summer outing work for 1922 closes this week. Through the generous assistance of the Illinois Central and other

railroads in granting free transportation, we were able to give 9,192 mothers and children a glimpse of the country and two weeks or more respite from the tenement districts of Chicago.

"It is remarkable what two weeks' fresh air, sunshine and good food can do. The children came back brown and rosy and filled with the joy of country life. This added vitality and enthusiasm will tide them over a good many months. Were it not for the courtesy of the railroads in granting free transportation, we would have been unable to have provided an outing for so many of Chicago's needy families.

"May we take this opportunity to express our appreciation to the railway employees—gatemmen, conductors and brakemen—who through their kindly and cheerful interest in seeing that the youngsters were safely and comfortably conducted made our work a pleasure."

Making Travel a Pleasure

The following recent letter to President C. H. Markham is from Ivy G. Kittredge, city attorney of New Orleans:

"My wife, accompanied by three other ladies, went to Canada this summer via your road. Our mutual friend, Mr. Hunter Leake, at my request wired your Mr. Nolan of Chicago in the hope of getting better accommodations from Chicago to their destination. This gentleman met the ladies (strangers in your city and unused to traveling) at the train and did everything that could be done to help them out, got them sleeping accommodations on another line, etc.; and then when they returned last week, they wrote the gentleman, who again went out of his way to make their passage through Chicago, the securing of accommodations, etc., easy and agreeable.

"In addition to thanking Mr. Leake and Mr. Nolan, please permit me to thank you and to congratulate you as a railway president who has made traveling over your road by more or less untutored lady travelers a constant and continuous pleasure.

"All four were delighted with the Illinois Central, delighted with the menu in your dining cars, and in fact said that no service on other lines used in any way compared

with the magnificent service that you render the public. The courtesy of your agent throughout and the service of your road are the highest encomiums that the management might expect, and I shall certainly, in season and out of season, tell of this gratifying experience and do all in my humble capacity to get my friends, going from or coming to the South, to make use of your line and profit by the luxury of traveling on the Illinois Central."

Appreciated Good Baggage Service

D. S. Deford, western division manager of

the Grand Rapids Show Case Company, Grand Rapids, Mich., recently wrote as follows to Checkman G. G. Bowen of the Union Station force at New Orleans:

"We have received the trunk that you were kind enough to express to us, and I am writing to express my appreciation of your courtesy. It's indeed delightful to meet men in your position who are so considerate of the welfare of those of the traveling public who are unfortunate enough to make careless mistakes. Believe me that your consideration is indeed most sincerely appreciated."

Some Folklore From Early Railroad Days

C. A. Kiler, furniture dealer of Champaign, Ill., recently wrote as follows to President C. H. Markham:

"I am enclosing a song which was written by the 'wagoners' at the time when the railroads were first being built in this country. It is interesting because it shows that these men were sure that they were going to be ruined by the building of railroads. It is also interesting because the Americans at that time thought that the Irish immigrant was going to overrun the country."

The song follows:

Come, all ye jolly wagoners,
Turn out man by man,
That are opposed to railroads
Or any such a plan.
It ruins our plantations
Wherever it does cross;
It ruins us poor wagoners;
We cannot sell a horse.

Chorus:

Then carousing we will go,
Then carousing we will go,
Never mind, me hardy fellows,
For we're all true blues, ye know.

Go to Philadelphia, enquire for a load,
And directly they will tell you
That it's gone on the railroad.

Now the Irish come over by whole shiploads
With their shovels and their picks

To work on the railroads.

And when they're fixed,

They'll fight like dangnation
With their cudgels and their sticks.

Chorus.

An American with safety

Along the road he dast not pass,
For they'll bung up both his eyes

For one word of his sass.

Crying: "Hey, chilly, dang your eyes,

We'll lay the boogers low."

Never mind, me hardy fellows,

For we're all true blues, ye know.

Chorus.

If it wasn't for the torment,

I'd as soon be in hell

As upon a railroad

Or on a canal.

Come, all ye jolly wagoners

That have at home good wives,

Go to your plantations,

And there spend your lives.

And when your corn is cribbed

And all your small grain sowed,

Then all you'll have to do will be

To damn the railroad.

Chorus.

THE LARGER GOAL

When a very high-salaried official of the United States Government was asked to tell the secret of his success, he said: "I haven't succeeded. No real man ever succeeds. There is always a larger goal ahead." If you think you are a success, you aren't. The minute you slow down, you're slipping. Activity is the law of growth. If you can't imagine the larger goal ahead, you'll never reach it. There must be a constant urge in your heart before there can be betterment in your life.—JEROME P. FLEISCHMAN, in "Uncle Jerry Says."

Five Veterans Started Work in the '70s

Louisiana Division Old-Timers Were Employes of the New Orleans, Jackson & Great Northern, Predecessor of the Illinois Central

FIVE men on the Louisiana division started their railway careers with the New Orleans, Jackson & Great Northern Railroad, predecessor to the Illinois Central, back in the '70s. Four of them started as laborers, and the fifth says he was the first apprentice in the shops at McComb. The five men have been in the service for a total of more than 228 years, or an average of nearly forty-six years each.

P. J. Somers entered the shops at McComb as an apprentice molder in 1873. His father had been in the service as a stationary engineer for many years before him. S. A. Fant started working as a laborer in 1877. John Marsalis became a section laborer in 1877. Louis Mixon, negro, loaded gravel in 1877. Sam Randall, negro, began railway work in 1878.

Has Been a Molder Ever Since 1873

P. J. Somers is doing the same kind of work today that he did during the first days of his railway experience in May, 1873. He is a molder in the shops at McComb and has been continuously on the payroll there for more than forty-nine years. His first work as an apprentice was learning to make cores for the pieces that were to be molded, and today he is making cores.

Mr. Somers claims to have been the first apprentice to enter the shops at McComb. His father was a stationary engineer at New Orleans for the New Orleans, Jackson & Great Northern Railroad, predecessor to the Illinois Central, and was one of the first settlers of McComb when the shops were moved to that city. P. J. Somers was a lad of only 14 years then.

An apprentice on the molding floor is taught first to make cores, Mr. Somers says, and continues in that work for about a year, after which he is allowed to help with the molding. Mr. Somers explains that the cores are made of sand in shapes to conform in size with the hollows which the pieces to be molded are to have. The sand cores are baked so that they will retain their shapes, and are then placed in their proper position in the mold. After

the metal has been poured and cooled and the mold knocked apart, the sand core will be found on the inside of the piece that has been molded. The core is destroyed after it has served its purpose of making the desired hollow.

Saw the Beginning of McComb, Miss.

There were only two or three houses in McComb when the shops were moved there from New Orleans in the early part of 1872, Mr. Somers says, and he remembers the first burial in the cemetery.

Mr. Somers served four years as an apprentice, and then was sent to a large foundry in New Orleans that he might broaden his training in molding. T. G. Grenar, the master mechanic at McComb then, advised him to go and promised to keep his name on the employes' roll at McComb. Mr. Somers went to New Orleans in 1877, was fortunate enough to escape the yellow fever and returned to the McComb shops a much better molder in 1878. He has been there since.

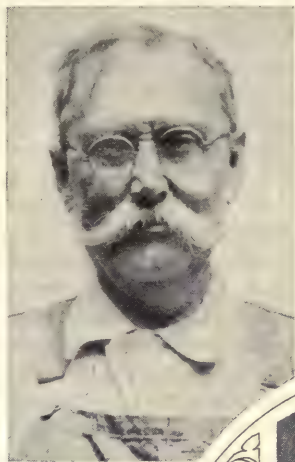
The principles of molding have not changed since he first learned, Mr. Somers says. Even the tools he works with are the same kind; but, of course, there have been changes in the kinds of things molded. The molding of the parts of modern machinery requires more skill on the part of the molder, he says. Some parts of modern machinery make the molder's work complicated and much more difficult than did the simple parts of the early machinery.

No Keeping a Good Man Down

When S. A. Fant was a section laborer at Hazlehurst, Miss., back in 1877, his foreman, A. M. Hamill, did not consider him capable enough for a recommendation to become a foreman; but the following year found Mr. Fant a foreman just the same. J. Deaton was the roadmaster then. He recognized ability in young Fant that qualified him to become a foreman, and the roadmaster made the promotion regardless of the fact that Fant's foreman had not recommended him.

Mr. Fant entered the service as a laborer on Mr. Hamill's section at Hazlehurst on

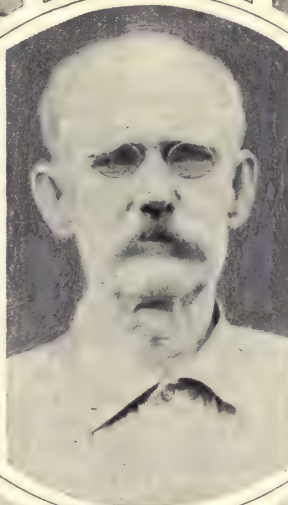
Veterans of the Louisiana Division



John Marsalis



S.A. Fant



P.J. Somers



Louis Mixon



Sam Randall

March 2, 1877. It was the New Orleans, Jackson & Great Northern Railroad then. In October of the same year, Mr. Hamill's gang was transferred to Crystal Springs. Mr. Fant stayed with that gang until November, 1878, when he went to the section at Terry as track walker. After he had been there two weeks, the foreman married and left Mr. Fant in charge of the section for the rest of the month.

Roadmaster Deaton must have had his attention fixed on the results of Mr. Fant's work at Terry, for as soon as the foreman returned from his wedding trip Mr. Fant became a foreman and was placed in charge of the section at Johnston, Miss.

The first work Mr. Fant was confronted with on his section was surfacing the track, and the work that kept his gang busy every day was patching the old iron rails. They took out broken rails, cut them, patched and made runs out of the pieces. Steel rails of 56-pound weight were laid on his section that same year.

Showed Section to Old Foreman

After Mr. Fant had directed the work on his section at Johnston for about a year, Roadmaster Deaton was so proud of the results that he gave Foreman Hamill a pass and instructed him to visit Mr. Fant's section to see the fruits of the young section foreman's labors. Mr. Fant's section withstood the rigid inspection.

Mr. Fant had been the foreman of the section at Johnston for fifteen years when he decided to quit railroading for the farm. He had bought a small farm at Johnston, and his whole interest was centered in tilling the soil; but it took only a year for the attraction to wear off, he says. He was not satisfied away from the rails, ties and ballast, and he made an application to return to the service as a section foreman.

He was placed in charge of the section at Hazlehurst—the scene of his first railway experience. He was there three months, then went to the section at Martinsville for four months, took out an extra gang for about four months, returned to the section at Johnston for a while, went out with another extra gang, worked in the yards at McComb a few months and then left the service for a year. He returned to the service as foreman of the section at Johnston, and he remains there today.

Gave Notice of Broken Rails

John Marsalis, machinist in the shops at

McComb, was a husky 20-year-old lad in 1878, and was a laborer on the section at Johnston, Miss., when Mr. Fant was made the foreman there. Mr. Marsalis had entered the service the year before, but he worked only three or four months at a time.

The first knowledge he gained of a railway track was when he and his two brothers walked the right-of-way of the New Orleans, Jackson & Great Northern between Johnston and Summit to attend school at the latter place. They found many broken rails in those four and one-half miles, and they always reported their discoveries to the section foreman. On one occasion, Captain Williams, who was the superintendent at that time, was present when John Marsalis' two brothers reported a broken rail near Summit. The superintendent took their names and thanked them for their good work. A few days after that, the two boys received a summons to be in Summit on a certain day. They went, and to their surprise found the president of the road there in a special train. The president told the boys that he had heard of their reporting a broken rail to the section foreman, expressed his appreciation for their thoughtfulness and presented each with a gold watch and chain.

Both Legs Crushed by a Train

In 1881 Mr. Marsalis became a brakeman on the Louisiana division. He continued in that service off and on until November 23, 1888, when he had a serious accident. He was climbing down the side ladder of a freight car when one of the rods gave way. The light screws which were used in those days to hold the rods were pulled out by his weight, he says. He fell to the side of the train, and his feet were thrown across the rails. His right leg was badly crushed three inches below the knee, and the left one just above the ankle. The accident occurred at the north crossing at Magnolia. The crew of the train knew nothing of the accident until it arrived in McComb. Mr. Marsalis was given all possible attention at Magnolia, while McComb was notified and a train sent after the injured man. He was taken to the hospital at McComb, where he was further treated. It is now difficult to detect by his walking that Mr. Marsalis has two artificial legs.

On July 1, 1889, he began operating a drill press in the shops at McComb, and he has been in machine shop service since.

The capacity of the shops there has been more than doubled since he entered the service at McComb, Mr. Marsalis says. He has seen four locomotives built from the ground up there. Two of them were under construction when he started working. The last one was completed in 1892, he says. Two of them were freight and the other two were switching engines. Each part was molded and fitted in the shops at McComb. In his first days of shop experience, the wheels had to be taken off the axles to be turned on the lathe, and only one tire could be turned at a time. Each member of the shop force in those days was a general mechanic, he says, and could do capably any work from the rails up. The work was done largely by hand, and the parts were made to fit snugly. After an engine had been overhauled and new parts put on, it had to be placed first in switching or local service, he says, to "limber it up." Those tight fits made the engines run mighty hot, Mr. Marsalis says.

Started Work in First Gravel Pit

Louis Mixon, negro laborer on the section at Ponchatoula, La., worked in the first gravel pit owned by the New Orleans, Jackson & Great Northern, he says. It was the Carter Hill pit at Chatawa, Miss. Mixon started loading gravel there in 1877, when he was about 20 years old. He had been reared near Chatawa, having spent his early days on a plantation.

Mixon hadn't worked in the gravel pit long before most of the laborers struck for more pay. The pit was closed for the time. Pat Sullivan was the foreman of the section there then, and he gave Mixon a job as a laborer on his section. After he had been there two or three years, he accepted a job as laborer under Section Foreman Rip Walter at Tangipahoa, where he worked for nine years.

Much work was being done on the right-of-way between Hammond and New Orleans then, and Mixon was sent to La Branch to work on a section. He labored in the swamps for three years and was stricken with the swamp fever. After two months, he was able to work again and accepted a place on the section at Ponchatoula under William Finley. Mr. Finley is still the section foreman at Ponchatoula, and Mixon says that he never worked under a better man.

Mixon had been at Ponchatoula two years when the levee broke. The men worked

in the water day and night, and Mixon became ill with the swamp fever again. It was a hard pull to recover this time, he says. He was down in bed three months, and then walked about for the same length of time before he regained enough strength to return to work. When he was strong enough to work, he was given a job on the section under Mr. Finley, and he has been there since.

About seven years ago, Mr. Finley gave him the job of walking the track. He finds no breaks since the 90-pound rails have been laid, he says.

Finds Section Work Easier Now

Sam Randall, negro laborer at Hammond, La., says that the section laborers of today do not work so hard as they did back in 1878, when he first started railroading. The 90-pound steel rails, creosoted ties and good ballast are responsible for making the work lighter, he says. The right-of-way of today does not break down so commonly under the wear and tear of service as it did back in the early days, although the trains are much heavier.

Randall's first railway work was as a laborer on a section of the New Orleans, Jackson & Great Northern at Ponchatoula, La. Iron rails were in use then, and the gauge was four inches wider than the standard gauge.

He labored with the iron rails, mud ballast and few ties for about two years, he says, when the Illinois Central took charge of the railroad. Then the work of transforming the gauge into standard width, laying new ties and steel rails, started.

Randall worked on the Ponchatoula section for about three years and was then transferred to the Hammond section. Since then he has spent most of his time on that section. He worked in the yards at McComb for about three months and kept the passenger sheds at the station in New Orleans clean for about two years. After that, he returned to the section at Hammond, and has been there off and on since. At present, he is keeping the yards clean there.

THEY KNOW THE PANAMA

A letter addressed, "General Passenger Agent, Panama Limited, Chicago, Ill.," was mailed in Bellevue, Iowa, at 4:30 p. m., September 25, and delivered to J. V. Lanigan, Room 502, Central Station, before 11 a. m., September 26.

HOUSE PLANS FOR OUR READERS

Southern Pine

Despite the approach of winter, the demand is still keeping up for the booklets of house plans which are being distributed free of charge to prospective Illinois Central System home-builders by this magazine through the courtesy of the Southern Pine Association of New Orleans. Perhaps many who are planning to build in the spring will spend the winter deciding on the design best suited to their needs; and certainly no thought should be spared on a matter so important, for few of us can build more than one house in a lifetime.

The plan shown herewith is a sample of the fifty which appear in the booklet, each with a photograph of the completed house and a diagram showing the floor arrangement. After the plan has been decided upon, the prospective builders should take the booklet to their retail lumber dealer and point out the particular house desired; he will then obtain from the Southern Pine Association a set of building plans and figure out the approximate cost of the construction.

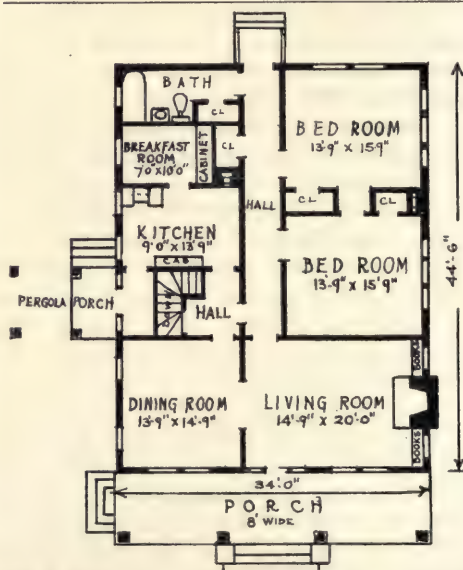
"These plans are prepared by skilled architects and are creations, not copies," the booklet explains. "No expense has been spared to make them as practical and economical as possible. Any competent contractor can, by following the plans, produce from them a home which will be beautiful in design and a source of continuous satisfaction and pride to the owner."

The American Wholesale Lumber Asso-

ciation is also co-operating in this encouragement of home-building and will work through the local retailers in making its best information available. It is also offering to assist those desiring to organize building and loan associations.

NEW WORK FOR H. L. DAY

Effective October 1, General Freight Agent W. Haywood announced, H. L. Day was appointed traveling freight agent at Peoria, Ill., with headquarters at 1133 Jefferson Building. Mr. Day has been agent at Galena, Ill.



CLAIMS DEPARTMENT

Wouldn't Settle and Lost Suit

January 18, 1922, train No. 522 killed a cow near Belzoni, Miss., which belonged to Allen Hall, a negro. Hall put in a claim with the railroad for \$150. Under the facts developed by an investigation, the company did not appear liable; so only \$20 was offered in compromise of the claim. The owner declined this and filed suit in the justice court for \$200. The justice allowed him \$150. The railroad appealed to the circuit court, where the case was tried in August.

The engineer testified he was running about forty-five miles an hour when the cow ran up on the track about seventy-five feet in front of the engine and that it was impossible to avoid striking her. He was corroborated by the fireman and also by the witnesses introduced by the plaintiff; so the judge instructed the jury to return a verdict for the railroad.

The negro who owned the animal was influenced in declining settlement and suing the company by the white man on whose place he lives. Now the owner is short a cow and the railroad is short the expense of defending the suit, which was not inconsiderable.

Notwithstanding this and many like cases, most of the stock owned along the line of the railroad in Mississippi will be turned out to graze as soon as the crops are gathered. During the winter months a considerable slaughter of stock will occur if the experience of previous years is any criterion.

How to Prevent Stock Claims

The following suggestions are offered by Supervisor T. J. Flynn of the Indiana division to his foremen for the prevention of stock claims:

Make frequent inspection of all fencing, gates, cattle guards, water gates, etc., especially where stock is being pastured, to make sure that everything is in good condition, so that stock cannot get on the right-of-way.

When you see signs of stock or know of

it on the right-of-way, go at once and consult the owner. If you personally find the stock on our waylands, drive it home and inform the owner in a nice way that the stock is liable to be killed and that you have known of cases where trains have struck stock and been derailed, killing and injuring several persons. In cases of this kind, write to me, giving the stock owner's name and all promises he made you.

Each foreman should keep on the best of terms with land-owners along his section. When you find a farm gate open, do not go to the owner and say: "You will have to keep your gate closed, or I will take it down." Approach him in a manly way and say: "Mr. Jones, I see some one has left your gate open again"—and watch the results.

When stock is tied on the right-of-way, the foreman should consult the owners, explaining to them that this is against the management's wishes. If you cannot get results in this manner, advise me, giving the name of owner, his address, etc., and I will handle it through the roadmaster.

Stock which is allowed to run at large is the worst trouble we have to contend with, as in most cases owners of such stock have no pasture, but own from one to four head of old horses for trading purposes, which are in most cases worthless but which become very valuable when struck. In cases of this nature, the section foreman must be alive, talk to the owners and make a note of all such conferences; then, if you cannot get results, call on the highway supervisor, soliciting his aid.

Since stock requires considerable water, it will crowd through fences, especially at those points where water stands on the right-of-way and there is none in the field. The foreman must watch these places very closely, maintaining a strong fence.

I often see stock with heads through the right-of-way fence, and no doubt you foremen see this almost daily. In cases of this kind, it is only going to be a question of a short time until the stock gets through the fence. Watch this, making such repairs

to the fence as are necessary to prevent its being torn down.

Damage Suits Not So Popular Now

Lincoln County is one of the banner counties of Mississippi. Its citizens are justly proud of its fine system of public schools, gravel highways and magnificent farms, which have been developed within the last few years. The county was formerly a mecca for damage suit lawyers, and a large verdict was almost invariably returned against any railroad which was so unfortunate as to be sued. Its citizens, however, discovered that, while they were enriching a few damage suit lawyers, they were driving capital from their doors, and they determined to erase that stigma from the fair name of the county.

A recent case in that county was that of John May against the Illinois Central Railroad Company. Mr. May is a popular citizen of Lincoln County, living on one of the fine gravel highways a few miles from Brookhaven, the county seat. On April 24, 1921, when he drove his automobile into town, he desired to cross from the west to the east side of the railroad at Cherokee Street. A gravel train was backing on the crossing as Mr. May approached. Despite the shouts of warning given by the crossing flagman, two trainmen and several citizens who happened to be standing nearby, he drove his automobile into the side of one of the moving gravel cars.

Mr. May would have seriously injured one of the brakemen had not the brakeman leaped just before the automobile struck the car; the automobile struck the step of the car on which the brakeman was riding, bending it back under the car. The train was stopped instantly, saving Mr. May from personal injury, although his automobile was damaged.

He immediately employed an attorney, not giving the company an opportunity to adjust the matter with him directly, and the claim agent was unable to effect a reasonable settlement, which the company desired, even though it was not responsible for the accident.

Suit was instituted for \$1,000, a part of which was for damage to the automobile and the remainder for nervousness which Mr. May claimed to have suffered, although he admitted he sustained no personal injury. The jury could not see it Mr. May's way and returned a verdict in favor of the

company. It is therefore evident that the citizens of that county meant exactly what they said when they declared they were tired of having such suits take up their time and cost then in the long run large sums of money.—H. G. M.

Jury Puts Blame on the Driver

In a suit against the Government for the destruction, during federal control, of a Ford truck in a grade-crossing collision, a jury recently decided that the driver of the truck was responsible for the accident. The case was tried in the Jefferson Circuit Court at Louisville, Ky., October 3. Blakely Helm of the firm, Trabue, Doolan, Helm & Helm, represented the Government.

The accident happened on our Thirteenth Street and Portland Avenue crossing in Louisville, October 10, 1919, about 4 o'clock in the afternoon, broad daylight. The plaintiff, Ralph Wolff & Sons, of Louisville, undertook to show that the crossing flagman was not in sight, that the view was obstructed and that no warning was given of the movement of the cars which struck the truck. It developed, however, that the driver of the truck, instead of exercising due care and caution for his own safety, was looking in the other direction. The crossing flagman made frantic efforts to attract his attention, but he heedlessly drove upon the crossing in front of the moving cars. His only action then, when waking up, was to kill his engine, making anything but a collision impossible. Fortunately, the driver and another employe of the Wolff company, with him at the time, jumped, and neither was injured.

It frequently happens that owners of expensive trucks and other vehicles entrust them to careless or inexperienced drivers, and that perhaps accounts for a good many expensive and often fatal crossing accidents. Those who suffer such losses are sometimes willing to charge them up to the railroad without stopping to think that responsibility, more often than not, lies with the driver of the car. The railroads and others are fighting hard against these crossing accidents, but all their efforts are unavailing unless the driver of a car is willing to do his part in the matter of looking out for his own safety and the safety of any other who may be in his care.—P. M. G.

Riches amassed in haste will diminish, but those collected little by little will multiply.—GOETHE.

Sports Over the System

Pins Are Falling in Office Bowling Leagues

By WALTER E. Du BOIS,

Voucher Clerk and League Treasurer

The owners of the new bowling alleys at 6229 Cottage Grove Avenue, Chicago, could not finish erecting the alleys in time for the opening night of the 12th Street General Office Bowling League, but the pins started falling on October 2, and we will be after that head pin until next May.

The Land and Tax team has started out as if it intended to win every game, but the season has a long way to run. The Auditor of Miscellaneous Accounts team has upset the largest number of pins, and Captain Carney hopes to keep up that record. The General Freight team, which won twenty-eight out of the last thirty-three games played last year, is out after first place; it has shot high game and high series so far. The General Superintendent of Transportation team has started out better than last year, and Captain Knodell of that team has shot high game and high series so far and is leading the league. The Vice-President Purchasing team is doing good work in spite of the loss of Grace, who is now leading the Chief Special Agent team. The Engineer Bridges and Buildings team has not warmed up yet, but Block and Stone are getting their eyes on that head pin. Captain Ed O'Connor of the Vice-President Accounting team lost one of his best bowlers when Collier was transferred to the office of the Auditor of Miscellaneous Accounts, but Ed intends to win more than half of his games, anyway. The women are turning out as fans in larger numbers each week, and the bowlers greatly appreciate that fact and are glad

The Sportsman

Ten tests of a sportsman may be given as follows:

- (1) He does not boast.
- (2) Nor quit.
- (3) Nor make excuses when he fails.
- (4) He is a cheerful loser.
- (5) And a quiet winner.
- (6) He plays fair.
- (7) And as well as he can.
- (8) He enjoys the pleasures of risk.
- (9) He gives his opponent the benefit of the doubt.
- (10) And he values the game itself more highly than the result.—HERBERT N. CASSON, in "Making Money Happily."



THE OFFICIALS WERE DISPLAYING LOTS OF CLASS



ONE CHIEF CLERK GOT BEAT BY HIS OFFICE BOY— (NOTE EXQUISITE MIRTH REGISTERED ON HIS RAND-McNALLY)



SOME BIRDS GET SLIGHTLY IRRITABLE WHEN THEY FOUL!!!



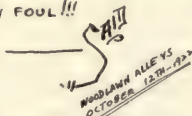
SOME OF THE GENERAL OFFICE-CAKIES WERE OUT—



THE SPECIAL AGENTS SHOWED THEIR FORM— THEY OFTEN BOWL WITH SQUARE BALLS



MEMPHIS MAY HAVE SOME CRACK BOWLERS BUT THEY HAVE NOT ANY ROOTERS LIKE THIS



THE VICE PRESIDENT AND GENERAL MANAGERS' TEAM IS FIRST AT THE— WRONG END —

they are now bowling on alleys that are free from one of the objections to other bowling alleys, tobacco smoke. The ventilation is ideal, and the women can enjoy the games thoroughly without discomfort.

The figures quoted below covering the standing of the league are not official, but were prepared by the writer, and some slight errors may appear therein. In checking over the twenty leading bowlers, we note that the names of Rolff, Grace, Breitzke, Brown and Coble are missing, but we expect they will soon strike their stride and enter the select circle.

Standing as of October 12, 1922

Team—	Won	Lost	Percent- age	High Game	High Series	Aver- age
Land & Tax.....	6	0	1000	851	2,370	756
Audr. Misc. Accts.5	1	833	829	2,407	788	
General Freight...5	1	833	890	2,472	782	
Genl. Supt. Trans.5	1	833	819	2,323	757	
V.-P. Purchasing.5	1	833	813	2,266	749	
Engineer B. & B.4	2	667	813	2,280	759	
V.-P. Accounting.3	3	500	777	2,274	746	
Engineer M. of W.3	3	500	780	2,328	715	
Terminal Supt.....3	3	500	773	2,156	703	
Gen. Supt. M. Pow.2	4	333	795	2,121	677	
Officers.....2	4	333	690	1,971	654	
Chief Spec. Agent.2	4	333	709	1,935	615	
Audr. of Disbts.....1	5	167	755	2,175	718	
Chief Engineer.....1	5	167	735	2,106	688	
V.-Pres. Gen. Mgr.1	5	167	699	2,021	664	
Chi. Term. Imprvt.0	6	000	721	2,151	694	

The Twenty Leading Bowlers

Name—	Games	Aver- age	High Game	High Series	Total Pins
Knodell.....	6	184	233	570	1,106
Enright.....	3	184	195	551	551
Collier.....	6	180	211	542	1,082
Rozene.....	6	172	198	552	1,032
Bernbach.....	3	172	174	515	515
Sebastian.....	6	170	203	525	1,021
Riley.....	6	170	184	519	1,020
Krubeck.....	3	170	179	510	510
Du Bois.....	6	169	200	514	1,014
Larson.....	6	167	204	514	1,004
Cote.....	6	163	188	519	979
Block.....	6	163	187	514	979
Koch.....	6	163	213	538	978
Rittmueller.....	6	161	184	516	966
O'Connor.....	6	158	170	476	945
Silverberg.....	6	157	185	493	939
Kline.....	6	156	203	494	935
Stone.....	6	156	176	503	934
Mack.....	6	155	188	500	931
Ullrich.....	6	153	184	498	920

63d Street League Active Again

The 63d Street General Office bowlers at Chicago started their season well, getting some fine scores the opening night, Friday, September 29. Frank Pierce, last year's individual leader, averaged 196 for his first night's work, and Calloway was second with 186. The bowling is done every Friday evening at 6711 Stony Island Avenue, and rooters of both sexes are welcome. The Seminole Limited was sidetracked at the second session, and the Diamond Special passed it, making a clean sweep of three games in a row. By handicapping the New

Orleans Special, Freeport Peddler and Hawkeye Limited, the league has succeeded in evening the teams, and now it is a battle all the time. George Miller was in rare form the second week, averaging 203 2/3. Calloway was second for the evening with 202 1/3. A prize is awarded the man having high game on each pair of alleys. The opening night the winners were: Pierce, 203; E. Miller, 201; Tersip, 195; Calloway, 231. The second week's winners were: Kompes, 212; Devitt, 228; G. Miller, 229; Calloway, 217. Below is the standing of teams and individuals for the first six games:

Teams	Won	Lost	Per Cent	High Game	High Series	Average
Daylight Spl..	5	1	333	855	2432	799
Diamond Spl..	3	3	500	889	2600	818
Seminole Ltd..	3	3	500	890	2557	813
N. O. Spl.....	3	3	500	905	2591	811
N. O. Ltd.....	3	3	500	856	2401	789
Freeport Ped..	3	3	500	791	2324	739
Hawkeye Ltd..	2	4	333	816	2063	677
Panama Ltd..	2	4	333	900	2503	811

Name	Number Games	High Series	High Game	Total Pins	Average
Calloway.....	6	607	231	1166	194
Tersip.....	6	555	215	1102	184
Pierce.....	6	589	203	1093	182
Heimsath.....	6	551	190	1071	179
Smith.....	6	536	197	1069	178
G. Miller.....	6	611	229	1040	173
Beusse.....	6	522	187	1037	173
Flodin.....	6	548	201	1030	172
Devitt.....	3	512	228	512	171
Lind.....	6	515	180	1011	169
Kempes.....	6	549	212	1003	167
Olson.....	6	525	190	997	166
A. Giesecke.....	6	548	188	996	166
Merriman.....	6	494	171	986	164
Nelson.....	6	537	194	982	164
McKenna.....	6	527	204	979	163
Maypole.....	6	545	189	974	162
Hulsberg.....	6	494	182	966	161
Price.....	6	498	204	963	161
Breidenstein..	6	511	179	958	160

HAVE YOU THE COURAGE?

To meet failure and obstacles on every hand?

To meet your enemies with love for hate, good for evil?

To move steadily toward your goal with a serene mind when you know that others ridicule and consider you a failure?

To remain in obscurity to support a parent, or a helpless sister or brother, when you have the consciousness of the ability to do big things?

To bear the blame which belongs to another because you do not want to bring pain to others?

To speak the truth when a lie would help you out of difficulty?

To forego extravagance so that you may provide for the future welfare of those dependent upon you?—*The Mariner.*

Why Dining Car Meals Are So Enjoyable

Train Patron Is Eating to Kill Time, Instead of Killing Time to Eat, Says "Ike" Greenberg, Steward

The following article on "Eating to Kill Time" is from the Sunday magazine section of the New Orleans (La.) Item.

THIS concerns the psychic value of a dining car meal.

The argument is that knocking a vacuum in a \$2.50 lay-out on a dining car stimulates the physiological, psychological and emotional processes more than a \$10 arrangement on terra firma, Broadway and the Vieux Carre included.

"Ike" Greenberg, veteran steward on the Panama Limited, has the affirmative and the floor. "Ike" talks like a Harvard professor when it comes to eating, and here is what he says:

"On land you kill time to eat, but on a train you eat to kill time. That has a very decided effect on the digestive apparatus and the general effectiveness of any meal.

"When a fellow goes into a restaurant or hotel dining room his main idea is to finish as quickly as possible and get on to something else. He has to dress for the theater or has to get back to business. He isn't thinking of his dinner. He is thinking of what he is going to do when it is finished.

"Now, on a dining car a passenger has all the time in the world, and nothing to do with it. He goes into the diner in just the opposite frame of mind. He wants something fine to eat and wants to lose himself in it. That is true dining. That's the way they used to dine before they started building skyscrapers."

Dining Car Meals Comparatively Cheap

At this point the steward mused for a moment in silent and inward contemplation of his subject.

Then he added: "And do you know, some people have an idea it is costly to eat on a dining car? Do you know you can get cheaper and better service on our diners than in most restaurants I know of?"

"Ike" Greenberg, whose real front name is Isadore, has been doing the "Casey Jones" on the dining end of the service for some twenty years. For a long time he was on the Canadian Pacific line. He went on the Panama Limited service when the special was inaugurated as the South's finest train,



"Ike" Greenberg

some six years ago. He is the second oldest steward from point of service on the Illinois Central rolls.

He is one of the best known men in Southern railroad service. Hundreds of passengers who travel the Limited regularly between here and Chicago know him as "Ike" and depend upon him implicitly.

Steward Greenberg has seen dining car service grow from nothing to everything.

"It used to be that the dining car was so rocky your coffee resembled a Yellowstone geyser more than anything else. Why, lots of times the diners would get more in their laps than anywhere else. When they first started putting in fans they let them blow directly on the tables. Sometimes when there was more power than allowed for those fans used to get up a speed that was something powerful. They used to have a joke about the waiters trying to bring ham and eggs through the car and those fans blowing all the bacon off.

Trains Run Smoothly Today

"In those days if you were sitting at a table and another passenger came lurching in to get a seat, you never could tell whether

he would sit in the seat held for him by the waiter or would come lurching into your lap.

"But now—"

The steward beamed.

"Now that's all changed. Why, do you know you can place a pair of sugar tongs on end in one of the diners and they will remain standing until you knock them down? That's how easy rollin' our diners are nowadays. And our fans are fixed so they never blow above the table. The air all circulates under the tables. A cup of coffee will remain warm longer on our tables than on most restaurant tables."

Mr. Greenberg has observed a number of queer things about how and what the public eats in his years of service. For one thing he says it is all bunk about the men of each locality being strong for their own dishes. For example, he points out that New Orleans men boarding the train at this terminal always call for Chicago steaks, while the Yankees at the other end always call for shrimp a la Creole, red fish court bouillion, gumbo filet and other such Latin delicacies.

For this reason the Limited service features only the Chicago stuff from here up and only New Orleans stuff from Chicago down.

Services Rendered by a Steward

The veteran holds that a steward is a very important personage on a train. He points out that often he is called upon to warm milk for the baby and warm a hot bottle for the fat man with a sudden attack of chills.

He tells a story about a man who was suddenly taken sick on one of the Pullman cars and called loudly and emphatically for medical aid. Not a doctor could be found the length and breadth of the train. So they called on Steward Greenberg.

The steward donned a chilling expression, looked deeply intellectual and went in to give the sick man a mixed dose of castor oil, iced tea and dissolved aspirin tablets.

"Sure, he got well," admitted the physician.

And you have often heard the old joke about the raw-boned country fellow who, when given a member's ticket at the annual convention of Bull-Elks and told he could eat and sleep on it, measured it alongside his own huge frame and remarked he'd "be derved if he could or would."

Steward Greenberg tells a better one about a Jackson, Miss., citizen who had to buy a Pullman ticket to get a seat. The Jacksonian came wandering back to the diner subsequently.

He ordered everything they had on the bill of fare and ate it. When they submitted the bill he showed them his Pullman stub.

"Naw, you can't pull that on me," retorted the diner when they tried to explain. "I bought my ticket. What'ya think I paid my money for?"

One other point Mr. Greenberg would never forgive us if we omitted: the Limited diner carries from 5,000 to 6,000 pounds of ice every trip, 2,000 gallons of cooking water and 30 gallons of drinking water.

THE HABIT OF COMPLAINING

Many literally spoil their lives by indulging in the bad habits of complaining and fault-finding. They complain continually about the weather and about everything and everybody to such an extent that fault-finding becomes a fixed habit. They get so obsessed with the faults of others, and the idea that the world is going to the dogs becomes so fixed that they really believe that the tendency of life is downward and evil, seeing everywhere evidences in support of their delusion. Their life reflects the nature of their beliefs. Their pessimism robs them of initiative and the power to overcome, achieve, persist and conquer; consequently they are failures in the battle of life; and this only confirms them in their belief that "everything is out of joint." People such as these are avoided by the happy and healthy-minded; they naturally attract to themselves others of a similar type of mind, who help to make them more depressed and miserable. Thoughts and beliefs affect the life. One who looks on the dark side of things finds himself in a gloomy world, and life is to him a dread, somber existence. What he looks for he generally finds, for life is, to a large extent, a reflection of the inner thought life. If he looks for faults in other people he finds them, for whether they are there or not, he will see them just the same, for he actually sees in others his own faults. This peculiar state of mind leads to delusional insanity and the asylum, yet it all begins with fault-finding and looking on the dark side of things.—*Science of Thought Review.*

Hospital Department

Sanitation and What It Means to Us All

THIS word is so often misused that it would now seem fitting through the columns of the *Illinois Central Magazine*—where the thousands of employees, with their families and friends, can read and consider leisurely the scope and application of this term—to print a heart-to-heart exposition of the word, in order to make clearer not only its vastness but also its relation to preventive medicine.

Health is and always has been recognized as the foundation of wealth and happiness, yet for decades past has been largely the result of accidental circumstances, such as the gift of a sturdy constitution, irregular and inefficient efforts at caring for the body, spasmodic reforms in eating, ineffectual promises "never to do that again," etc.

When, through the development of studies on life and its processes, chemistry and physics began to shed light in places formerly dark, sanitation began to develop, and it has grown steadily ever since.

A Wonderful Opportunity Open

Today, were the known principles of this science applied thoroughly and conscientiously to the varying conditions and ills to which flesh is heir, there would be effected a wonderful betterment in the health of the community.

The statesman, Disraeli, said, "The care of the public health is the first duty of the statesman," and Huxley speaks of the human body as "a wonderful physical mechanism." The duty of the present-day sanitarian is to advise and educate "engineers" of this "physical mechanism" so that it may not be wrecked by misuse, ignorance or malicious fault, and have to be scrapped long before the end of its normal term of service.

Three classes of dangers are to be encountered: first, those constitutional handicaps acquired by birth which necessitate a more guarded course through life; second, the abuses of the body and the exercise of poor judgment in the care of the body; third, the surroundings and relation of occupation to the individual health.

When hygiene is spoken of, although the term is possibly older and more classical, we are not using a word which is strictly abreast of modern progress and action. Therefore "sanitation" has been selected to express latter-day thought on a subject which may be defined as the science and art involved in the promotion and betterment of community or public health. This term includes preventive medicine, sanitary engineering and the various branches of municipal, county, state and national sanitation and their administration.

By consideration of the experiences and mistakes of the past, wisdom for the future is acquired. Therefore, in the consideration of how to prevent loss of life through sickness, a survey of the amount and kind of that sickness must be taken. Vital statistics furnished by the government give us a firm foundation upon which to build.

In 1914, just before the beginning of the world war, there existed an annual death rate of fourteen persons out of every thousand, while the figures for 1890 showed twenty deaths per thousand. Thus it is seen that six lives per thousand were saved during those years through the advance in sanitary methods of prevention, but a consideration of the number of lives leads us no nearer our goal—it is the age and cause of these deaths which will give the required information.

Campaign to Save the Infant

Thus it was found that a majority died when less than 1 year old. Immediately there was a campaign by earnest workers to educate those who had the care of infants, to see that those infants had the proper food and surrounding healthful conditions. This campaign is still being carried on, and with great success.

The successful survival of the infant gives a foundation for the later healthy youth, who eventually becomes the sturdy citizen, father or mother. This supervision was and is all in the field of sanitation. It is called infant welfare.

Next comes the care of the child in the

schools, with all the problems of properly constructed buildings, well ventilated, lighted and heated; of books which have type of plain legibility, so as not to fatigue and strain the growing eyes; of hours of study and recreation; of clothing and food and many other problems of great interest to the sanitarian. All these had to be worked out and applied.

Efficiency the Final Test

Then come the youth and maiden, of varying degrees of health and resistive qualities, perhaps engaged in some outside occupation or doing the work at home. Statistics for these ages were to be made and studied carefully, to see what dangers threatened and how they were to be avoided.

Finally comes the age of the worker, whether it be in shop and office or in the open, and the consideration of his or her health on that important question of degree and efficiency of productivity. This is the culminating age which proves the worth of all previous efforts to place a sound mind in a sound body.

Statistics also inform us as to the prevalence of disease. Here is read the statement that tuberculosis, the great white plague, leads all others, with organic heart disease coming next, and with pneumonia occupying the third place on the mortality list.

The question must then be asked, "How

many and which of these deaths are preventable by practicable public health measures?" The answer is given when we realize that yellow fever no longer exists, that typhoid fever is becoming more and more rare, that diphtheria is preventable through the use of antitoxin, and that malaria can be ended through the destruction of the mosquito.

This is truly an age of progress, and one has to travel fast if he would not be left behind. Sanitation is no exception to this statement. Notable achievements are taking place every year, each one marking a decided advance in sanitary science. The Illinois Central is abreast of the march.

MAN'S POSSESSIONS

He that loses his conscience has nothing left that is worth keeping. And in the next place look to your health; and if you have it praise God and value it next to a good conscience, for health is the second blessing that we mortals are capable of—a blessing money cannot buy. And as for money, which may be said to be the third blessing, neglect it not, but note that there is no necessity of being rich, for there are as many miseries beyond riches as on this side of them; and if you have competence enjoy it with a meek, cheerful, thanking heart.—IZAAB WALTON.

Our Monthly Roll of Honor

Below is a list of employes retired at the meeting of the Board of Pensions September 28:

Name	Occupation	Years of Service	Date of Retirement
George Schleicher	Section Laborer, Minonk, Ill.....	19	8/31/22
Charles E. McNeil.....	Conductor, Kentucky Division.....	17	8/31/22
Charles Jacobs	Carpenter (B&B), Iowa Division.....	18	8/31/22
John B. Gibbs (Col.).....	Laborer, Cairo, Ill.....	27	7/31/22
Jacob M. Gaines.....	Section Foreman, Mattoon, Ill.....	22	7/31/22
Peter Woock	Laborer, Waterloo Storehouse.....	31	9/30/22
Moses Hart	Section Laborer, Leitchfield, Ky.....	38	9/30/22
Y. & M. V.			
Peter S. Law.....	Engineman, Vicksburg Division.....	39	7/31/22

The following deaths of pensioners were reported:

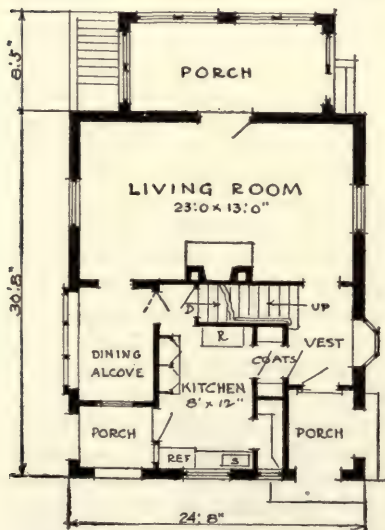
Name	Occupation	Date of Death	Term as Pensioner
Warren B. Woodruff.....	Clerk, Burnside Shops.....	8/18/22	12 Years
Calvin Stephens	Pumper, Mississippi Division.....	9/ 4/22	7 Years
John J. Lambert.....	Yardmaster, Chicago Terminal.....	9/13/22	4 Years
Patrick Bradley	Crossing Flagman, Indiana Division..	8/29/22	1 Year
Edwin P. Bean.....	Clerk, Burnside Storehouse.....	9/15/22	3 Years

HOUSE PLANS FOR OUR READERS

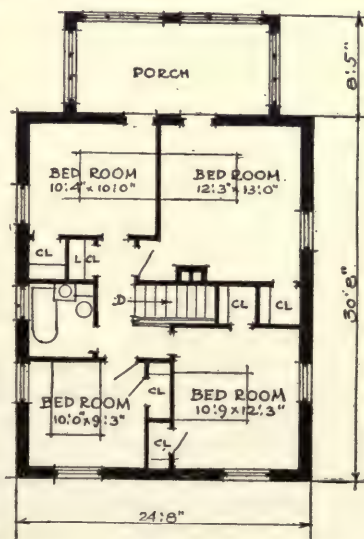
Concrete

Unfortunately, the field offered by the small home is so limited that it does not generally afford opportunities in the way of service, accomplishment, or financial re-

muneration sufficiently great to encourage the architect to enter it. The loss falls upon the public; it is deprived of the beneficial influence which good architecture sup-



FIRST FLOOR PLAN



SECOND FLOOR PLAN

plies and which goes far to make the homes of a nation attractive.

Our house plan service has been designed to remedy this deficiency. Its purpose is to make available the knowledge and experience of the professional architect through the publication of carefully selected plans by many architects of repute which are in a measure representative of the

best modern ideas of a number of such experts. Through the co-operation of the Portland Cement Association, 111 West Washington Street, Chicago, Ill., we are able to publish each month plans for attractive homes. A handsome book containing the entire series can be obtained from the association for 50 cents.

Each plan is one which has been thoroughly tried and not found wanting; this is the true test of its success. Even an architect may learn by experience, and these plans are the result of mature experience on the part of each designer. Each plan is substantially similar to that of a house which has actually been erected and in which a family has lived.

Selections from representative members

of the architectural profession from Boston to California are included in this series. This insures a variety of design and a regional adaptation of plan which will suit almost any purse or purpose. There are plans for wide lots and for narrow lots; for any frontage, north, south, east, or west; for cottages, bungalows, and 2-story houses; for farm or city use; for houses with or without basements; in fact, for almost any kind of small house the prospective home-builder may desire.

Last, but not least, arrangements have been made so that readers may obtain at nominal cost complete working plans, including specifications and bills of materials, of any of the plans published in this magazine.

Weighing of LCL Freight Is Important

By R. B. GOE,

Supervisor of Weighing and Inspection

Railroads are legally bound to assess freight transportation upon actual weight, no more nor less, whether the shipment be transported in carload or less-than-carload quantities.

Much has been accomplished in recent years toward perfecting scales for carload weighing, in order to determine a correct basis for assessing freight charges as well as correct methods of obtaining weights to be used for such a purpose; but little has been done as to weighing facilities and weighing of less-than-carload shipments, which, it is estimated, make up from 6 to 10 per cent of the total tonnage and require approximately 30 per cent of the total freight equipment to transport.

Less-than-carload freight, for many reasons, cannot be loaded as compactly or as heavily as straight carload freight; therefore, transportation costs are greatly increased. It is more liable to loss and damage, and consequently it takes a higher rate than carload freight.

It is just as important to provide adequate scale facilities for weighing less-than-carload shipments and to see that they are accurately weighed at forwarding stations as it is to have accurate scales and weighing conditions for carload freight.

Until recent years all less-than-carload freight weighing was done on hand beam scales, and it is still considered the more

accurate and satisfactory method at smaller freight houses, where the volume of business is not so large and there is ample time to do the weighing; but at the largest houses, where the volume of business is such as to delay seriously the handling when weighing is performed on hand beam scales, the dial or semi-automatic scale is considered more economical in that it avoids delays incident to the handling of a hanger weight and the moving of poises to get the weight balance, all of which slows down the movement of freight through the house.

The location of the scales is another important feature which should be given careful consideration, as it has been found many times in some of the largest freight houses that it is impossible to find a scale platform not covered with freight within several doors from the one at which the freight is received.

A summary of a statement compiled in this office for August, 1922, covering less-than-carload freight reweighed, shows that 618 stations on the entire system, or 61.4 per cent, reweighed 14.1 per cent of the total less-than-carload shipments handled, increasing our freight revenue \$3,638.90.

A statement of freight underbilled at stations on our own lines shows but 8.4 per cent underbilling. While this is a great improvement over previous years, there is yet room for reduction in the number of underweight shipments, and it is hoped forwarding stations will continue to give this important feature the required attention.

The Old and the New Ideas in Railroading

Brief History of Development; How American and British Planners Worked Along Differing Lines

By G. H. DANVER,
Traveling Engineer, Indiana Division

RAILROADING is an occupation which, more than any other, vitally affects the interests of our entire population. The prices of food and clothing, the cost and comfort of travel, the speed and convenience of communication by mail, and social relations—matters concerning every individual of a civilized nation—are closely dependent on railway facilities and service.

Directly the railroads furnish employment to about two million persons of all classes and indirectly, through such occupations as locomotive and car building, rail milling, lumber industries, tie plants, railway supply houses, etc., to many thousands more.

Railroads, as we know them, originated in the tramways or wagon roads which were built in England in the middle of the sixteenth century to haul coal from the mines to the coast shipping points. In those early days rails were made entirely of wood. Later it became necessary to cover them with sheets of metal, known as strap rails, in order to add to their length of endurance. With the introduction of iron into general use in the eighteenth century, both the wheels of conveyance and the rails were constructed of that metal. The present standardized product of our great iron and steel mills and locomotive and car shops is the evolution of former practices and a story in itself.

First Steam Engine in 1769

We have all heard or read the story of how James Watt devised his steam engine in 1769 and how its great possibilities as a commercial force were sensed.

As time went on various attempts were made to apply steam to transportation. None of these efforts proved practical, however, until in 1827, when George and Robert Stephenson perfected a tubular boiler, applied the hook motion to the valve gear (a few old-timers yet living recall that means of distribution of steam to the cylinders) and thereby perfected in their engine, known as the "Rocket," all the necessary principles of steam locomotion. This en-

gine paved the way for the modern locomotive, with its numerous convenient appliances for efficiency and labor saving.

Development immediately took place in England and America, the pioneer countries to sense the value of the locomotive as a means of transportation, but along entirely different lines of endeavor, to perfect the locomotive. The English undertook to conform their roads to the limitations of their engines, which, having very little side play or lateral in driving boxes, could not make sharp curves, and they made costly expenditures to secure straight alignments and easy grades. The Americans, with a view toward cheaper road construction, applied their attention to changes and improvements in their locomotives. The first few, of course, were modeled after the "Rocket." We entered almost immediately upon an era of progress in this particular field of locomotive construction, which has made for our nation a world-wide reputation and established it as a center for the world's supply of locomotives.

First Pullman Made in 1865

Improvement in equipment has materially kept pace with the locomotive. The first Pullman was constructed in 1865, but the commodious and elegant drawing room and observation cars or sleepers of our Panama Limited are as far ahead of the original pattern as the modern hotel is beyond the country inn.

The first practical vestibule train was run in 1887, an improvement which not only promoted the comfort of passengers by eliminating the jarring together of the cars, but also provided a safe passage throughout the entire length of the train.

All-steel construction was first generally utilized in 1897 in freight cars as the outcome of a desire to carry greater loads and eliminate certain repairs to bodies of cars without increasing the dead weight, but it is increasingly used now in all classes of cars for freight and passenger service.

Mileage extension is a subject in which figures best tell the story. Beginning with 23 miles in 1830, by 1840 the railroads of the United States increased to 2,618 miles; by 1850, to 9,021; by 1860, to 30,635. Sta-

tistics inform us that the next ten years showed the effects of the Civil War, but the mileage in 1870 had nevertheless reached 52,914. The next decade showed a marvelous gain of more than 40,000 miles, but this was outdone in the ten years following, when almost 70,000 miles were added. In 1900 the total was estimated at 193,345, with an increase each year until at present we have approximately 270,000 miles of railroad in the United States.

Success Depends on Individual

After all, this phenomenal success in railway construction and operation is primarily due to the co-operation of every employe on the railroad. Whether you be a successful manager of men, a white-faced, soft-handed clerk or a rugged unskilled laborer on the road, no railroad can prosper without your co-operation and economical management. It is not the 100,000-horse-

power locomotives or the endless chain of freight and passenger cars or the well-appointed terminals or the solidly laid tracks or the intricate signal system; it is not all the elaborate network of equipment that makes the railway wheels go round twenty-four hours of every day of the year -- it is the human heart.

A railroad depends upon every human being connected with its maintenance and operation. Unless the greater majority of those constituting the organization are working in harmony and working heartily, the results can only be disappointing. Success comes from the human heart, not from material or machinery. After all, the real heroes of transportation are the conscientious, dependable employes who stay on the job and keep the wheels going through fair weather or foul. They have made possible this wonderful progress in railroading.

New Race Course Planned Along Our Line

Plans to give Chicago the only real derby course in the world and to bring back racing on a huge scale, including the renewal of the American Derby, to be run the third Saturday in June of each year for a purse of \$100,000, are going rapidly forward as a result of the successful test meeting which closed recently at Hawthorne, according to French Lane, writing in the *Chicago Tribune* of October 15. The program, as outlined by the promoters, calls for the building of New Washington Park at Riverdale, on the main line of the Illinois Central, fifteen miles south from the loop, and the organization of a corporation which will have backing to the extent of \$1,500,000 and whose membership will include the big business men of Illinois.

Judge Joseph A. Murphy, acting for the promoters of the proposed new company, has taken an option on 280 acres of land at Riverdale which does not expire until June 1. Steps to bring about the organization of the company will be taken at once.

New Washington Park, according to the proposed plans, will have a track of a mile and a half, the true Derby distance, inside of which will be constructed a mile track, with both courses using the same home stretch. The American Derby once around the mile and a half course will give the race an international distinctiveness, Judge Murphy believes.

A modern racing plant, the finest in the world if it is possible to reach such a goal, will be constructed. It will include concrete stands, concrete stables, each of different architecture, and a clubhouse with an immense double deck seating porch to accommodate several thousand members on Derby day, and which will be kept open throughout the year. A sloping lawn providing a good view of the entire track tops off the arrangements, and the club will have ample space for members who desire to summer on the grounds.

The new park will also include a football field, baseball field, polo field, golf course and tennis courts, and is to be built with the idea of taking care of county fairs, poultry, stock, and horse shows. There will be ample room for the parking of automobiles.

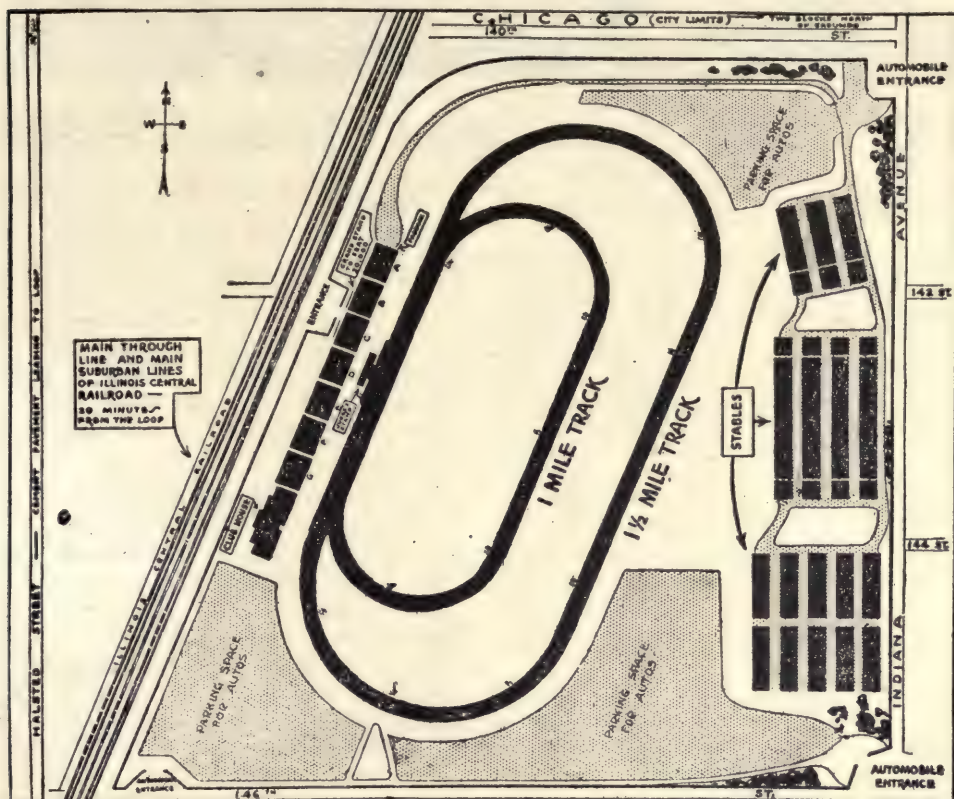
Racing will be offered along the same lines as the sports was conducted at old Washington Park years ago, including a 25-day meeting opening the third Saturday in June of each year. The corporation will be distinct from the Illinois Jockey Club, although executive officers of the Illinois Jockey Club will have executive positions in the proposed new organization. Hawthorne will continue to be used for short spring and fall meetings.

A finance committee of prominent men is being organized, and the movement will be

under way within the next few weeks. Outside capital will not be solicited, the promoters say, as they intend to make it a Chicago institution as nearly as possible.

The new park is reached by concrete

roads from the city and from the great state highways and by unequaled train service on the main lines of the Illinois Central and several other roads. It will be a 20-minute ride from the loop by train.



Newly proposed home of the American Derby, on our lines south of Chicago. This is a drawing of the racing plant which promoters plan to build at Riverdale, fifteen miles south of Chicago's loop. It will be called New Washington Park. The promoters plan to make it the home of the American Derby, and if present plans are carried out it will be the finest racing plant in the world. The track is to be so constructed that both a mile and a mile and a half course will be available, using the same stretch for both ovals.

Shipping Construction Shows Big Decline

Shipping construction began to decline in the fall of 1919, when some 8,000,000 tons were being built. According to figures given by Lloyd's Register of Shipping, world shipbuilding is now actually below the pre-war level. That the fall is still continuing is seen by the fact that, whereas in April some 3,679,622 gross tons were in hand, the July 1 figures show that the world total had declined to 3,235,430. Stoppage of construction had affected Great Britain more than all the other maritime nations combined. The British total was 300,000 tons below pre-war figures; England, however, has the

greatest tonnage under way at present. Some of the other maritime nations show increases. The total work under way in German shipyards is estimated at 500,000 gross tons, or about 200,000 tons more than any other country except Great Britain. Danzig alone is reported to be building 45,000 tons of merchant ships. Italy, France and Holland still retain their tonnage position. Japan shows the least decline, her decrease being only 1,800 tons from April 1 to July 1, 1922. The United States still has its 6 per cent of the total, as in 1914.—Current History.



The Proper Handling of Material Tickets

By MISS ELIZABETH BLOUNT,
Clerk in Division Storekeeper's Office,
Water Valley, Miss.

THE storekeeper is more or less at a loss at inventory time to account for the shortage or overage in the material classifications as reflected by the balance sheet and inventory. To my mind, this is largely due to improper pricing and classifying of material tickets, Form 1262.

This feature of accounting is the most important part of store department accounting, as at least 50 per cent of the disbursements are obtained through the use of these tickets, and the importance of correctly pricing and classifying them can readily be seen.

In the course of a year, from one inventory to the next, any material classification can be easily thrown out of line by the improper handling of material tickets. It is the duty of the stockkeeper, when a ticket is issued, to see that it gives full and detailed information as to the materials furnished and to see that correct weights or sizes are shown, to enable the price clerk properly to price and classify them.

Must Watch Second-Hand Material

On account of the difference in price of new and second-hand material, it is necessary that the ticket show whether new or second-hand, as material classifications can be thrown out of line by charging too much as well as by not charging enough for an item. Special attention should be given to tickets calling for items which are not on hand; where some other item can be substituted, the ticket should show this information.

Too much attention cannot be given to pricing of material and to seeing that correct prices are received each month from the general storehouse, purchasing agent or other division stores. Priced invoices should be carefully scrutinized as soon as

received, and, if there is a large variation in the price of an item from the previous invoice, the matter should be taken up with the shipper to ascertain if the price quoted is correct. Then, when you are satisfied as to the correctness of the prices, these should be entered in the price book, an important feature which should be kept up to date at all times and which should be in such a condition that anyone can readily obtain the price of any item.

Notification of Errors Important

When prices are posted from invoices received from the general storehouse and division stores, the material classification on them should be carefully checked to see that the material is received in the proper class, so that disbursements will correspond; if an error is detected, the shipping storekeeper should then be notified as to the error in classifying and advised to disburse in the proper class.

The ticket clerks should familiarize themselves with the maintenance of equipment and transportation accounts in order to determine whether tickets for material should be billed to shops or divisions. This will save considerable correspondence and corrections in accounts.

This subject covers a large field and should be watched continually by everyone concerned. I have only touched upon the principal points, but I feel that, if everyone concerned would handle material tickets more carefully, it would greatly assist in keeping a representative balance in the various classes on the monthly balance sheet.

NO JOKE ABOUT SAFETY

There's no worse man in the shop than the reckless villain who sneers at his mates and calls them mollicoddles for being careful about accidents. I don't believe in fighting without a darn good reason, but I'd be tickled to see Jack Dempsey hand that guy a wallop.—*The Night Watchman*.

Maintenance
of Way
Department

Material Means Money

Save It

Globe Valves

Valves are a check on waste;
Save the valve, and you save all.
—Poor Richard III.

The average employe probably does not realize the large number of globe valves required annually on a railway system as large as the Illinois Central. During 1920 and 1921 the Illinois Central and Yazoo & Mississippi Valley purchased 22,359 globe valves at a cost of \$80,083.11, an average of 11,179 globe valves a year at an annual cost of \$40,041.55. This means that thirty-seven new globe valves were used each working day, at an average daily cost of \$133.47. There is probably no item used on a railroad that is subjected to more abuse through improper handling than the globe valve, nor are there many devices in use of more importance than globe valves so far as waste is concerned.

The accompanying photograph shows several hundred valves reclaimed from scrap at Burnside. At least 85 per cent of these valves will be placed back in service by making minor repairs that could very readily have been made in the field, while nearly all of the 15 per cent that will be destroyed

have been carelessly damaged through abuse.

There are many ways in which a valve may be damaged. For example, careless closing of valves results in more leakage and waste than any other one thing, yet it is a common practice to close a valve against the seat with sufficient pressure either to buckle the seat or to strip the stem. Some valve operators use the same force in closing a $\frac{3}{8}$ -inch valve as they use in closing a 3-inch valve. Due consideration should always be given to the size of the valve, as it does not require any great effort to strip or twist off the stem of a small valve.

Another bad practice is using wrenches on the wheels of valves. This invariably results in breaking the hand wheel or twisting off the stem. Failure to keep the valve stems properly packed not only causes great waste and an unsightly condition but often results in bursting the packing gland through trying to pull up the packing tight enough to make a joint. Failure to close valves firmly results in a leakage that causes a wire drawn seat and ultimately requires a new valve. Many valves are badly damaged before they are put in use, through



using a pipe wrench to screw them in place or by not using oil on the threads, with the result that the valve is distorted through the excessive force required to make the joint. Multiple seat valves are damaged by allowing the seats on the head or plate to become loose or by placing new plates im-

properly. Closing a steam valve against the seat when cold invariably results in damage to the seat or the stem when the valve becomes heated.

If proper consideration is given the question of globe valves, material economies may be effected by all departments using them.

Plants Show Some Evidences of Reason

Many years ago, my study of outdoor life convinced me that birds and animals alike think and reason; they have a language which is easily understood; they have a sense of location all their own; wireless calls are heard much farther than the animal can be seen; they have a knowledge of surgery. I have seen the broken bone of a bird set in a manner that would be a credit to any surgeon, and bleeding in a bear from a rifle bullet stopped with moss and mud—all going to show that the brute creation possesses some of the higher faculties which we have thought belong exclusively to man.

The sundew, a flesh eating plant, requires for food a bit of meat, a fly, or a scrap of boiled egg, and will reach for them, but will not budge for a pebble, a bit of wood, or anything it does not care for. This shows reasoning power, a sense of touch and feeling, else why this discrimination between what the sundew can digest and what it cannot?

Plants have also a sense of sight, or something that takes the place of sight. Plant the bulb of a tulip in a dark place and watch it "walk" over to the nearest spot of sunshine, not in an hour, not in a day, but give it time and it will get there. Its walking is by sending out a long, slender shoot in the direction of the light. A bulb forms on the end of this, the old one is absorbed until only a dried-up skin remains, and one step has been taken. This is repeated time after time, until the desired spot is reached. Never a mistake, never an advance in the wrong direction! It seems strange to believe that many plants have a sense of smell, that it is possible they may appreciate the fragrance of their own blossoms. This appears the more likely, because if such a plant is approached with anything that has a strong, offensive odor, it will often wrinkle up its leaves and close its blossoms. If the disturbing element is not removed, the plant may even wither and die.

With the climbing plants, you will see an interesting thing if you set out a slip of honeysuckle near a movable piece of lattice work. When the slip has taken root and started its growth, it will be seen that its feelers are headed directly for this framework, unless there is in another direction a pole, a fence, or other object that answers equally well. But here happens a strange thing which shows the plant has more sense than many give it credit for. Move the lattice work to the opposite side of the vine and its climbers will change their course and again head for the frame in its new position.

Does the honeysuckle scent it? Does it see it? These things and many others like them certainly show us the wonders of creation. There are many things to learn which now we dimly vision.—EDWARD T. MARTIN, in *The Harmonizer*.

OLD-TIMERS, REMEMBER THIS!

The Rip Van Winkle Sleeping Car Company! Isn't that a fine, somnolent cognomen for a concern that peddled sleep to passengers? How many persons today remember it and know that it is now a part of the Pullman Company? . . . In the days following the Civil War Mr. George M. Pullman controlled the sleeping car business throughout most of the North. The South was the home of the independent companies, and there were many of them. The presiding genius in this section was Mr. E. H. Paine, who had exclusive rights over the Memphis & Charleston road, held heavy interests in the Harris Sleeping Car Company, operating between Louisville and Nashville, and then secured control of the Rip Van Winkle, which ran cars between Cairo, Ill., and New Orleans over what is now the Illinois Central. He also had the control of the Paine, Wang & Sheldon Sleeping Car Company, which operated from Mobile to New Orleans and also over the Mississippi Central, now Illinois Central.—*The Pullman News* for October.

Appearances Frequently Have Importance

*Definite Value of Neatness and Presentability in
the Business World Should Not Be Overlooked*

By MISS FLORENCE McSHANE,
Indiana Division Correspondent

WE often hear the expression, "judging from appearances," and it is a fact that impressions are frequently formed thus. For instance, when referring to a person, we speak of his appearance as being dignified, impressive, cheerful, haughty, gloomy, well-groomed, gaudy, flashy, slovenly, etc., and we speak of places as having the appearance of being well kept, neat, tidy, clean, or neglected and run-down, as the case may be.

In all parts of the world vast sums of money, as well as the time and effort of highly intelligent and efficient persons, are consumed in attaining the beautiful. Each year travelers go abroad to see the many wonderful and marvelous spots that are there to be enjoyed. In our own United States are many places of decided beauty and interest. We have our national parks, with all their true natural loveliness, unusual formations and gorgeous coloring; the national cemeteries, with their many stately monuments representing the different states in the Union, surpassing in dignity, immensity and beauty, a fitting tribute to those who so nobly did their part in our wars; the various capitol buildings, with their many forms of splendid architecture; beautiful parks in cities, where much attention is given to well-kept grounds, hedges, plants, unique fountains—and improvements are constantly going on in all these places to make their appearance more and more pleasing.

Important in the Business World

The merchant realizes the value of having his shop windows present an attractive appearance to the passer-by and pays worthwhile salaries to window decorators to accomplish this purpose. The home lover, in furnishing his abode, collects rare paintings, rugs and furnishings to enhance the beauty of the place most treasured by him.

Professional people probably realize more than the average person the value of appearances. The producer of a play is thorough and painstaking, even with the minutest detail, in connection with settings,

scenic and spectacular effects and the various effects of different lightings. The director is no less exacting in laboring with a view of creating a certain impression in the minds of his audience. Actors, singers and speakers diligently cultivate confidence, poise and stage presence before making an appearance, as they understand the full value of critics' opinions.

In the business world appearances have a decided value also. When a person is desirous of obtaining a position the first step is usually to write a letter of application. This letter is an important factor and will be a help or hindrance to the writer, depending on its general appearance, the taste in stationery, form of letter, legibility, usage of words and correct spelling. All will be considered by the recipient before he accepts or "excepts" the application. If the former, a request will likely be made of the writer to appear in person to confer, and who can tell how much the personal appearance has to do with whether the applicant is successful or not? This does not have reference to a prepossessing or a plain-featured individual, but rather to a well-groomed, refined, intelligent looking person in contrast to the slovenly, unkept, stupid one, and there is little excuse, if any, for the person who is physically fit to earn a living not having self respect enough to be clean, at least. Unfortunately, some individuals seem to be unacquainted with various toilet articles, clothes brush, tooth brush, shoe polish, etc. While the old saying that "each one has to eat a peck of dirt before he dies" may be literally true, it does not necessarily mean that it must be let accumulate under finger nails, neither is it a grievous offense to build up run-down heels occasionally and put back the creases in clothes where they once belonged. It is never too late to give up prejudices.

May Overestimate Value of Looks

While a good personal appearance should not be underestimated, we frequently meet those who seemingly overestimate it, in fact, have become so much concerned with it that they have very little time to devote to the really essential things of life. This extreme is to be deplored, and if not rem-

edied is dangerous. It is at least disappointing to become impressed with a person, due to his or her appearance, and then find only a vacuum beyond what is visible. It is even preferable to meet with the uncouth one, whose worth-while qualities are hidden.

Being appropriately dressed runs parallel with a good appearance. In whatever walk of life one finds himself placed he should dress fittingly for that occupation, and it will command respect. Men laboring in shops, around locomotives and machines (which necessarily are accompanied by oils and greases), cannot remain spotless in their attire all day and would not be expected to. (Their transformation comes at the close of their day's work, and it is about as wonderful as that of the caterpillar into the butterfly.) The capable engineer, in his blue overalls and cap, plus the big smile, ready to take his train out, is always a pleasant sight. The conductor and brakeman on the train, in becoming regulation uniform, readily call forth admiration. On entering an office, it is always pleasing to be given attention by a well-groomed, courteous personage, whose orderly surroundings reflect his own attitude.

There Is a Chance for Everybody

While no one person is able to make the whole universe beautiful, each is allotted a small space—even if it is only the few feet occupied in daily labor—that can be improved upon in various ways. Those working at desks and tables can have them present a tidy appearance or vice versa; likewise, those working around machines and lathes; an engineer who gives his engine attention need not publish this fact, as it shows for itself a station agent's make-up is more or less summed up in the view one gets of his premises when alighting from a train. If things have a run-down look, platform in need of repairs, litter lying here and there, out-of-date signs in conspicuous places, correspondence piled helter-skelter on a desk, and a general untidy appearance pervades the whole place, the character of the man in charge is at stake, as character really is just a lot of habits, and if one is careless over and over again, that one habit in time becomes pretty well formed. On the other hand, what a different feeling it causes to approach a place the premises of which show that a really live person watches over it.

The section foreman is responsible for

keeping his territory in clean condition. Just a little time each week spent around tool houses and station grounds will make a material difference in the appearance of things and will do away with broken down fences, worn-out signs, absence of paint here and there, grass not mowed and other dilapidated aspects. Of course, it requires effort to achieve results and consumes time and attention. There are those who seem to have the same attitude as Rip Van Winkle, who had the worst-conditioned farm around because his fences fell to pieces more rapidly than any one else's, the weeds grew quicker on his ground than anywhere else, and it always set in to rain when he had made up his mind to do his work.

However, from the appearance in the *Illinois Central Magazine* of the agents' stations, section foremen's homes and other views, it would seem that the employees are much alive to "keeping up appearances."

When one has taken care of the territory allotted him in the best way he knows how, carefully handling each task assigned him, he will be able, when greater responsibilities are placed upon him and many persons and places put under his charge, to handle them capably and systematically. The desires of such a one will quickly become known to his subordinates—that he is exacting and in earnest in wanting things done in an efficient, correct and thorough manner and will not tolerate slipshod, careless methods. Each department will naturally regulate itself to harmonize with the executive's views. People are more or less like sheep, inclined to follow a leader. All he need do is set a standard, and by his precept as well as example he can build up what kind of organization he desires, and his personality will dominate it. Thus, if the person in charge of others is careful about appearances, his attitude will be reflected in the appearance of the persons and places under his jurisdiction.

THE EFFECT OF CRITICISM

There is no truer test of a man's qualities for permanent success than the way he takes criticism. The little-minded man can't stand it. It pricks his egotism. He "crawfishes." He makes excuses. Then, when he finds that excuses won't take the place of results, he sulks and pouts. It never occurs to him that he might profit from the accident.—THOMAS A. EDISON.

Railway Problems of 1922

(Continued from page 29)

is supervised by one or more of the legislatures, commissions and boards that exercise control over railway affairs, charged with promoting and protecting the public welfare. Through these agencies, public opinion rules the railroads. The problem therefore, is to create a public opinion that will be constructive, not destructive; that will make the railroads better able to render that prompt, efficient service which is their obligation to the community, not less able to render it. The public needs to be educated about the railroads and their problems, so that it will demand of its representatives who legislate, regulate and supervise railway affairs a constructive, forward-looking treatment of the railway question.

Railroads Are Under-Capitalized

From time to time it is suggested that we should return to the days before regulation and give to railway managements the utmost freedom in running the railroads. These suggestions doubtless grow out of the many abuses which have crept in during the thirty-five years since regulation first began to spin its entangling web about the freedom of railway managements. I do not favor such suggestions. I believe that the railroads, because of their fundamental importance to the welfare of all other business, should be operated under the supervision of agencies controlled by the public. The blame for past abuses lies not in regulation itself, but in the fact that regulation has not at all times been intelligently inspired and directed. While removing regulation would correct some abuses, the proper way of insuring railway progress, in my opinion, is to educate the public on railway matters, so that regulation will be fair and constructive.

I feel that there is a great need for a better understanding of the railroads and their problems. If public opinion about the railroads is to be constructive, the public must be intelligently and fully informed on the subject. We have had too much of quack remedies; the railroads need a capable physician. It is unfortunately true that public opinion about the railroads has in the past been largely dominated by those who have been working, either consciously or unconsciously, for their destruction.

Take the matter of alleged over-capitali-

zation as an example of how public opinion has been misled by anti-railway agitators. For years we have heard a great deal about the railroads being over-capitalized. Critics of the railroads were finally successful in having the Congress provide for a valuation of all the railway property in the country by the Interstate Commerce Commission. That valuation work has now been going on for more than eight years. The railroads' critics fully expected that the Commission's valuation would show the railroads as a whole to be over-capitalized. As a matter of fact, however, it has already shown that the railroads as a whole are greatly under-capitalized. When the Transportation Act went into effect in 1920 the Commission was required to determine a tentative valuation of railway property for rate-making purposes, and, after reviewing the material which had been assembled in its valuation proceedings and other information gathered during the thirty-five years of railway regulation, it placed the tentative valuation for rate-making purposes at \$18,900,000,000, which was approximately \$2,350,000,000 greater than the total outstanding stock and bond issues of the railroads at that time. Again this year the Commission reaffirmed its former valuation estimate. I believe you will agree with me that this is sufficient evidence to convince any fair-minded person that the railroads of the country are under-capitalized.

We must educate the public if we are to expect intelligent public opinion. You men can help to do that by giving facts to combat the untruths you hear, and by demanding of railway critics who impose their views upon your communities that they support their statements with proof.

Waterways Valuable in Early Days

Many persons believe inland rivers and canals should be used more extensively for transportation purposes. I am not opposed to inland waterway transportation where such transportation is more economical and more practicable than by rail, but I am opposed to wasting millions of dollars upon chimerical projects that are impracticable and uneconomical. The agitation for waterways has in the past been based too largely upon sentiment instead of common sense.

I can join heartily in paying a tribute to the service performed by our early inland waterways. They were the forerunners of the railroads, pioneers in the field of transportation. They made possible an early set-

tlement of this Middle West country, and for a good many years they were the principal means of carrying on commerce. That, however, was in the days before the railroads had reached a stage in their development where they surpassed these primitive carriers in economy and practicability.

Steamboat days on the Mississippi have been clothed with a romance which stirs our hearts and enkindles our memories, but an appeal to that sentiment does not constitute sufficient evidence that the impulsive old river can be made to carry a considerable portion of the traffic required by the millions who now populate its valley. It is pleasant to dream of giant boats and barges plying up and down our inland rivers and canals carrying the products of agriculture, mines and factories, but when it comes to making the dream a reality we are confronted with the fact that during the last half century the world has taken long strides forward and methods of transportation have been developing with it.

Experience on the Erie Canal

An experiment is now being made by the Government, under the auspices of the War Department, to determine whether or not barge transportation on the Mississippi River between St. Louis and New Orleans is practicable and economical. The Illinois Central System is not opposed to this experiment; in fact, we have been co-operating with it and are watching the outcome with interest. I believe we can safely be guided by the light of the Government's experience. If we find that transportation by water on the Mississippi—or, for that matter, in any section of the country—is more efficient and economical than by rail, the railroads, I believe, should not be forbidden, but encouraged, to use the waterways as auxiliary transportation lines. The railroads are already organized for and engaged in the business of transportation, and whenever and wherever water routes can be used effectively to lessen the cost of transportation or to make transportation more efficient, rail shippers, in my opinion, should be given the opportunity to benefit from the use of such water routes by the co-ordination of water and rail lines into a unified system of transportation.

It seems to be a pretty general experience that traffic fails to materialize for inland waterways in the volume anticipated by their advocates in seeking funds for building them. Two recent instances of that are

the Erie Canal and the Hennepin Canal, one in New York, the other in Illinois, two of the leading industrial states of the nation.

The Erie Canal has been entirely rebuilt by the state of New York at a cost which makes the total investment in it close to a quarter of a billion dollars. It affords a toll-free, 12-foot waterway in a direct line of traffic between the Middle West and our greatest American port, passing through a region densely populated and intensely developed industrially. Nearly \$20,000,000 has been spent upon providing terminal and warehouse facilities. It is difficult to conceive a project carrying a greater assurance of success, but what is the result of this vast expenditure?

The enlarged canal was opened in 1918 for its entire length, and since then there have been four seasons of navigation in which to determine whether or not traffic will seek such a route when it is provided. In 1880 the Erie Canal, then only 7 feet deep and in all respects a primitive trafficway, carried 4,608,651 tons of freight. In the four years of 1918 to 1921 its traffic grew from 667,374 tons to only 993,639 tons. The money which has been spent upon the Erie Canal is equal to about one and twenty-seven hundredths per cent of the tentative valuation placed upon the railroads of the country, but in 1920 the traffic of the canal was only about sixty-five thousandths of 1 per cent of the tonnage carried by the railroads. When we consider the cost of maintenance and operation and the charges against the investment which the taxpayers of New York have to pay, we find that in 1921 it cost the taxpayers about \$7 for each ton carried on the Erie Canal, over and above what the shippers paid to barge operators. On the other hand, the total cost of transportation by railroad, including the cost of maintenance and charges for the payment of interest on borrowed funds and dividends on capital investment, is borne directly by the users of railway transportation service. Not only are the taxpayers freed from the necessity of building and maintaining the lines over which railway trains are run, but the railroads themselves are among the largest taxpayers in the country. In 1920 and 1921 they paid more than a quarter of a billion dollars each year in taxes.

Canal Traffic at \$37 a Ton

The Hennepin Canal, which extends from the Illinois River at a point southwest of

La Salle to the Mississippi River at Moline, Davenport and Rock Island, has been built by the Government at a cost of more than \$7,500,000. The cost of operation during the fiscal year ending June 30, 1921, was more than \$107,000. However, the traffic of 1921 was only 12,949 tons, and in 1920 it was only 7,428 tons. Figuring interest on investment at only 5 per cent, this means that the taxpayers spent more than \$37 for each ton that was carried over the canal last year!

I do not believe it is because of any lack of business sagacity that men who are constantly seeking more economical ways of carrying on their business use the railroads in preference to these modern, well-equipped waterways. I believe it is because they have found the railroads more dependable and railway service more economical. Waterways in this climate are at a disadvantage. The season of navigation in New York and northern Illinois averages less than two-thirds of the year. Conditions under which traffic moves will not permit shippers to route their freight by water lines for two-thirds of the year and by rail lines for the other third. The railroads are under an obligation to do their utmost to provide facilities and equipment for handling the peak load of business, but it is not economical that they should equip themselves to handle the peak of fall and winter traffic, while much of their equipment stands idle during the summer months, when the inland waterways are in operation.

During the past half century the railroads have been built up to perform an intensified service. Rail lines of standard gauge extend into practically every town and hamlet in the country. A car loaded at the mouth of a southern Illinois coal mine, at the door of one of your plants or one of the thousands of other industrial plants, or on a siding in a small town of the great grain belt can be set down in any other part of the country without a transfer of cargo. Even though your plant may be located so that your products can be loaded directly into watercraft, only a small part of your territory can be covered by direct water shipments; somewhere in the line through which the bulk of your traffic passes there must be a haul by rail, making a transfer of cargo necessary. Once a freight car is loaded and moved out of the terminal, the expense of moving it over the road is a small part of the total expense. Transfers

of cargo add greatly to the cost of transportation. It must be evident, then, that the relative cost of transportation by rail and by water cannot fairly be measured by the charges made by rail and boat lines.

Possibilities of Rail Transportation

Over and above whatever saving some shippers might effect by using the waterways in spite of these handicaps, however, I regard it as distinctly unfair to tax all the people for the benefit of the limited few who can use the waterways. Furthermore, I regard it as unfair to the railroads to be compared with a transportation agency which is not required to help in meeting the cost of providing, maintaining and operating an expensive trafficway.

Some advocates of inland waterways contend that the rail carriers have reached a limit in their development and a failure to augment their facilities and equipment with water carriers will create a chronic transportation shortage. I believe that is not true. I believe the possibilities of rail transportation have only been touched, and the coming years will witness a greater development of railway transportation capacity than any of us now dream. There is no limit to the amount of business the railroads can handle, if they are given fair treatment by the public and permitted to grow. The only restrictions upon the amount of transportation service they can provide are the restrictions placed upon them by the public.

In referring to inland waterways, I do not, of course, include such waterways as the Great Lakes and short canals connecting great bodies of water, upon which conditions are favorable to a large traffic, and I do not oppose the use of inland rivers and canals wherever and whenever it can be demonstrated that they can be used successfully.

The losses and social disturbances caused by the strikes of coal miners and railway shopmen during the past summer have focused the attention of many thinking people upon the undesirability of strikes as a means of settling disputes between employers and employees.

The Public's Interest in Strikes

Strikes are civil warfare. When any group of individuals attempts to force the public to accept its demands, without regard to their merit, it is a declaration of war against organized society. The fact that warfare may sometimes be waged in a righteous cause makes war none the less

horrible. Likewise, the fact that strikes may sometimes be the means of enforcing meritorious demands does not hide their evil aspect.

There is no peaceful way of settling disputes except by the methods of arbitration. Arbitration is the only way which has respect for the rights of both parties to the dispute and for the rights of the public. Recognizing this fact, we have established courts for the arbitration of the numerous individual controversies which spring from the relations of individual members of the community, and we are seeking to carry out the principle of arbitration in the settlement of international disputes. I submit that the principle must be applied to the settlement of industrial disputes which threaten to jeopardize the rights of the public.

A refusal to arbitrate matters in dispute implies either a selfish motive on the part of the individuals refusing arbitration, or else a distrust in the honesty and integrity of our people. I believe that we can rely upon the fairness of public opinion, when the public is given the facts intelligently, and I believe that any person or group of persons can obtain substantial justice by arbitration.

It has been the experience of the world that the crystallization of public sentiment must precede, not follow, legislation. We have had numerous instances in our own country of where legislation for which the public had not been prepared in advance has served to create disrespect for and evasion of law. Public sentiment must be aroused against strikes. The public must demand that disagreements between employers and employees engaged in fundamental industries such as railway operation and coal mining be settled by arbitration, and that both parties, employers and employees alike, abide by the results. If our laws are oppressive they should be changed by the ordered process of law, not by evasion, and so long as they are in effect they should be lived up to. Likewise, if injustice is done in the arbitration of industrial disputes, the wrong must be righted by a means which has respect for the rights of others.

Prosperity Lies in Co-operation

The railway shopmen lost their strike this past summer because they attempted to jeopardize the interests of the public and overthrow decisions of the United States Railroad Labor Board, regardless of the merits of their demands. In the end, they

found it necessary to go back to work and take up their grievances in the manner provided for the settlement of such disputes, of which they could have availed themselves without a resort to force and without creating a national upheaval.

I am fairly appalled by the enormous amount of insidious propaganda that is being distributed among the workers of the country for the purpose of fomenting strife and unrest. Our working people must be educated if we are to overcome the effect of this campaign to destroy American principles and American government. I cannot place all the blame for this situation upon the labor unionists, for the public generally needs nothing more than it needs a schooling in the fundamental principles of economics. We fall easily into habits of loose thinking, the consequences of which are disastrous.

Our civilization as it stands today—and it is far better than any other the world has ever known—rests upon the principle that we are all members of a community in which each one of us attempts to perform his share of the work of the community, and in return receives the satisfaction of fulfilled wants accordingly as he contributes to fulfilling the wants of others. The doctrine that one of us, or one group of us, can prosper by beating down someone else or some other group is the most harmful theory ever devised and turned loose upon the world. We prosper only as we help others to prosper.

REPLACING BANK-NOTES

Few Americans realize how much work is needed to withdraw from circulation yearly the large number of bank-notes worn out by constant handling. Some idea of this may be gained by considering the fact that the average life of a \$5 note is only about ten months. In the vaults of the New York Federal Reserve Bank is constantly kept a supply of approximately \$500,000,000 to replace the worn money sent in by local banks. In a single bank of the Federal Reserve group 687,000,000 individual notes were counted, of which 166,000,000 notes, aggregating \$771,000,000, were canceled. The aggregate withdrawal forms a considerable percentage of the total amount of currency in circulation in the United States—\$4,500,000,000—and the machinery required involves constant watchfulness and unceasing energy.—*Current History*.

The Christmas Seal's Message of Health

*Idea of Anti-Tuberculosis Campaign Was Developed
by Delaware Woman in 1907; Some of Its Results*

CHRISTMAS seals have come to be almost as closely associated with that season of the year as Santa Claus, mistletoe and plum pudding. Packages that are wrapped with holly and red ribbon do not seem complete now without the little Christmas stickers. And why? Because every health seal that appears on letters, cards or bundles shows that its purchaser has given a helpful thought to somebody less fortunate. And Christmas is the season when everybody feels the spirit of doing for others.

The tiny seals are sold in order that everybody who buys may become a working partner in the campaign to stamp out tuberculosis. Each seal tells the story of a woman and her followers who had sufficient faith in their convictions to carry on a nation-wide crusade against the disease. That their work has been successful cannot be doubted when it is realized that in these years of selling seals the death rate in this country has been cut in half.

Fifteen years ago, a woman with a vision, Miss Emily P. Bissell of Wilmington, Del., conceived the idea of raising funds to help in the anti-tuberculosis work of her state. She had read in a magazine an article by Jacob Riis on the Christmas stamp sold in Denmark for the support of a children's hospital.

At the time Miss Bissell was secretary of the Delaware Red Cross Chapter. With but \$40 obtained from two friends as her capital, she won the official consent of her chapter and of the postoffice authorities to put a few thousand seals into circulation. Stores, newspapers and women's clubs supported her with great enthusiasm from the first. Through such generous and united effort, 300,000 (to her a number beyond all her dreams) were sold that first year, and \$1,000 was paid on a site for the first tuber-



culosis sanatorium in Delaware, known as Hope Farm.

From the beginning, all those interested in the movement realized that their task should be to spread knowledge of the disease, to teach the public that it might be prevented, and thereby to decrease its enormous death toll. From the very start then, the campaign to fight tuberculosis has been an educational campaign.

As a result of Miss Bissell's demonstration and earnest pleading, the American Red Cross decided to take up the enterprise on a nation-wide scale the next year, 1908. The parent organization was handicapped by lack of funds, and again Miss Bissell found the necessary backers who shared her faith. She personally undertook the task of writing to 4,000 newspaper editors throughout the country, asking them to publish the fact that orders for seals should be sent to national headquarters. The result was a veritable floor of orders.

Seal Design Changes Yearly

The seal design varies from year to year. The first year was a simple holly wreath surrounding a red cross with the greeting "Merry Christmas," done in red on a white background. The 1919 seal was the first to carry the double-barred cross, which specifically symbolizes the fight against tuberculosis and is the emblem of the National Tuberculosis Association and its 1,200 state and local agencies.

This year's seal, with the mother and child, is symbolic of the helpful guardianship of this cross over the children of our country. T. M. Cleland, artist of the seal, says: "To me the design means the sentiment and impressions of the protective function of the tuberculosis crusade. The protective love of the mother and the cross are symbols indicative of this impression."

To attempt to account for the great ac-

accomplishments that have been realized through Miss Bissell's initiative would be difficult. The tuberculosis death rate sixteen years ago was 200 per 100,000 in the registration area, and it is now but 100 per 100,000. This means the saving of 100,000 lives annually. From the economic standpoint this means the saving of \$10,000,000 a year to the nation.

Eight Elements in the Campaign

There are briefly summarized eight elements in the campaign to which Christmas seal sale money has been and is applied. These are (1) for increasing the number of hospitals and sanatoria for the treatment of tuberculosis from 100 (sixteen years ago) to nearly 700, with approximately 60,000 beds; (2) for establishing more than 550 clinics and dispensaries; (3) for obtaining at least 3,500 special tuberculosis nurses who instruct, in the home, mothers and their families; (4) for research work; (5) for statistical study; (6) for publicity in distributing during the last sixteen years approximately 1,000,000 pieces of printed matter; (7) for the Modern Health Crusade, which has enrolled nearly 8,000,000 school children who are learning daily health habits; (8) for obtaining more than 3,000 open-air schools and preventoria.

More than \$20,000,000 has been raised from the Christmas seal to spread information regarding tuberculosis and the most effective ways to combat the disease. Sanatoria and other institutions have been built, and today there are about 60,000 beds for tuberculosis patients. Estimating the original cost of a bed at \$1,500, these sanatoria are worth \$90,000,000.

Tuberculosis a Preventable Disease

Yet there are at present more than one million active cases of tuberculosis in this country. It is estimated, moreover, that there are this number of inactive cases. And yet tuberculosis is a preventable disease. If everybody can be taught to lead a healthy life through plenty of rest, fresh air, nourishing food and through watchfulness over the physical condition by having periodic physical examinations, there can be a still greater decrease.

More than a billion Christmas seals will be in circulation this year in December. A chance will be given everybody then to help carry on the work of Miss Bissell and share in making the dream of tuberculosis workers come true. Their efforts will not cease until they have conquered this disease.

COMMUNICATIONS

From Colonel Mason's Grandson

TO THE EDITOR: Somebody has been kind enough to send me a copy of your magazine with an article by C. J. Corliss upon my grandfather, Colonel Roswell B. Mason, the first chief engineer and general superintendent of the Illinois Central.

I read the article with deep interest, as I remember my grandfather well and recall with special vividness his intense interest in your railroad. All of his grandchildren went with him once on a trip over the lines to Cairo in an office car. I well recall, as we were not any farther from Chicago than Joliet, how he pointed out of the window and said that when he took his construction crew along this part of the route they frightened away great herds of wild deer.

It was a cause of distinct pride to me recently to find that both President Markham and Judge Dickinson still held my grandfather in remembrance and esteem. It is doubly pleasant to find him made the subject of so interesting an article in the *Illinois Central Magazine*.—JULIAN S. MASON, *New York Tribune, New York City.*

A Tribute to O. C. Kelly

TO THE EDITOR: O. C. Kelly is dead! The curtains of death were drawn when the mists of morning were giving away to purplish and golden shadows. It was a morning in August, 1922, when the soul of O. C. Kelly, one of the most popular conductors of the Vicksburg division of the Yazoo & Mississippi Valley, sped to its Maker. Mr. Kelly was well liked by the patrons, people at large and the officials and employes of the railroad. He had been in the employ of the Yazoo & Mississippi Valley for years.

The body was deposited in the beautiful cemetery at Rolling Fork, Miss. The mound of earth covering the coffin was carpeted with floral offerings testifying in a mute way to the regard in which he was held throughout the Delta section of Mississippi.

About O. C. Kelly's bier the birds carol at peace and the soft winds chant at rest. "Life's fitful fever o'er, he sleeps well."—S. L. B.

To acquire wealth is difficult, to preserve it more difficult, but to spend it wisely most difficult of all.—E. R. MAX.

Some Train Rules of 1857

(Continued from page 59)

in the employ of the Company, is required to assist him. When the Train is ready to proceed anew, the Whistle Signal for Wooding up shall be used to call in the men stationed out; under any other circumstances this Signal shall always be used to call them in.

69. The Conductor of a Freight Train has leisure on the Road to examine the Wheels, Brakes and Journals of his Cars, and can have no excuse for allowing the Journals to be neglected and to become heated on the Road; it will, therefore, always be presumed that the Conductor is inattentive in regard to his subordinates if they are neglected. He is expected to do his business promptly at the Stations, and to run with regularity when not interrupted by delays in the Trains, mindful that he is running his Train to do the business of the Road, and not merely to make time over it.

70. Great importance is attached to the Prompt Delivery of Letters, Way Bills and Despatches consigned to the care of a Conductor, and any neglect in this particular will be severely dealt with.

71. He will see that the doors of Freight Cars are always closed and locked before starting his Train, and he will keep the Brakemen at their posts. Whenever delay occurs at a Station, he is required to report the circumstances on the same day.

72. It will be his duty to make himself acquainted as far as practicable, with the condition of goods conveyed in the Train, and see that they are properly stored away, so that they receive no damage by transportation.

73. It is a very important part of his duty to attend strictly to the removal of empty Cars from Sidings, where they are not wanted, to the Stations where they are wanted. Timber Trucks and other Cars must be collected, when empty, and returned to the points where they are again to be loaded.

74. If from any cause it becomes necessary to leave a Car or freight in any shape where it does not belong, he shall note the facts on the back of the Way-bill and give notice to the Agent of the Station where left, and shall use all other means in his power to have the same forwarded to its proper destination with the least possible delay.

75. He will see that all Switches are left properly secured in their proper positions after he has passed or used them.

76. While waiting at Stations, he will do such switching as may be reasonably required by the Station Agent.

Regulations for the Engine-Man

77. He must not start his Train until directed by the Conductor, nor until the Whistle be sounded or the Bell be rung. He must invariably start with care, and observe that he has the whole of the Train; and he must run the Train as nearly to Time as possible, arriving at the Stations neither too soon nor too late.

78. He will be responsible that the Signals for starting and stopping made by the Conductor are attended to.

79. He must cause the Bell to be rung at least eighty rods before arriving at any public Road Crossing, and to be continued until he pass it, and the neglect of this precaution will subject him to immediate punishment.

80. He must sound the Whistle at such places only as shall be prescribed by the Superintendent, and not at Stations where the Train is not to stop.

81. He must pass by Stations where his Train does not stop at a much reduced rate of speed, and haul up when Trains are receiving or discharging Passengers.

82. When attached to a Train, he will be subject to the orders of the Conductor who has exclusive charge of the Train, and who will direct him when to start and when to stop.

83. When at Station, and not attached to a Train, he will be subject to the orders of the Station Agent.

84. When not on Road Duty, he will be governed by instructions he may receive from the Master of Engine Repairs.

85. Every Engine-man, in approaching a Road or Switch, should move at a moderate speed and see that the way is clear before he reaches it. If the Switch be not seen to be right, he should stop till he is sure, and a very good excuse will be required for running off at a Switch left on the wrong Track.

86. In running behind another Train, he must so run as to allow the Train in front of him to be at least one mile ahead, excepting when coming to Stations; and in approaching or in running round or entering a curve, particular caution must be used to avoid the possibility of running into the

leading Train. No excuse as to being deceived about the distance will be received for a neglect of this rule.

87. He is held responsible that his Engine is neat, clean and in good working order, before he leaves the Engine House, and that she is supplied with all the necessary tools and fixtures named in these Rules, and that there is a full supply of Wood, Water and Sand.

88. He must keep a good look-out as he moves forward for any Signals, either from the Repair men or from any other person, or for any indication of danger made to him, all of which he is responsible for seeing and immediately attending to; and he must obey any Signal, even if he should see reason to think such Signal unnecessary. The lives of the Passengers and property of the Company are entrusted to his care, and it is fully expected that he will not only attend to every Signal made to him, and to all his instructions, but also that he will, on all occasions, be vigilant and cautious himself, not trusting entirely to Signals or Rules for safety.

89. He must always run on the supposition that at any Station he may find a Train out of place, and he must have his Train well in hand in approaching a Switch or Station.

90. He will allow no person to ride on the Engine while it is hauling a Train, or on the Tender thereof, other than the proper Fireman, except the Conductor, Master Machinist, Master of Bridge and Track Repairs, and persons having authority by the instructions to extend this right to others.

91. Although the Conductor has charge of the Train, the Engine-man will not therefore be considered blameless if he run any unnecessary risk on the Road without all the prescribed precautions being observed which are necessary to perfect safety; nor will he be relieved from blame if he proceed in violation of the Instructions of the Road, even should the Conductor, from negligence or misapprehension, direct him to do so.

92. He shall not proceed after dark without the proper Lights on the front part of his Engine. If the proper Lantern of the Engine is out of order, he shall place in its stead two common White Lanterns, and on arriving at the Station, see that the large lantern is put in proper order before proceeding any further.

93. He must see that his Engine is pro-

vided with a pair of Jack-screws, an Axe, Hand Saw, Pinch Bar, Spike Hammers, Lanterns for front of Engine, two small White and one Red Lantern, Red Flag, and all tools, duplicates and fixtures necessary to meet casualties.

94. He is never to leave his Engine in steam without shutting the Throttle Valve, throwing the Engine out of gear, and putting on the Tender Brakes.

95. He will not be allowed (except in case of accident or sudden illness) to change his Engine on the journey, nor to leave his station without permission.

96. He is strictly forbidden throwing Wood and Waste, or allowing the same to be done from the Tender while the Train is in motion.

97. He is strictly enjoined to start and stop the Train slowly, and without a jerk, which is liable to snap the couplings and chains; and he is further warned to be careful not to shut off steam suddenly (except in case of danger) so as to cause a concussion of the Cars.

98. The utmost care must be exercised in pushing into Turn-outs, so as to avoid injuring the Cars or other property of the Company.

99. In bringing up the Train he must pay particular attention to the state of the weather and the condition of the Rails, as well as to the length of the Train, and these circumstances must have due weight in determining when to shut off steam. Stations must not be entered so rapidly as to require a violent application of the Brakes, or to make the sounding of the Whistle Signal necessary, and every instance of overshooting the Station will be reported.

100. Whenever he sees the Red Signal, or any other which he understands to be a Signal to stop, he is to bring his Engine to a stand close to the Signal, and on no account to pass it.

101. He must pass all bridges and trestlings at a speed not exceeding five miles per hour, reducing the speed to that rate before entering it.

102. In approaching a stopping place, he must not sound the Whistle as a Signal for the Brakemen to apply their Brakes, unless he thinks the Train will run by.

103. When Passenger Trains are behind time, he is at liberty to make it up, in whole or in part with the consent of the Conductor, when he can do so with safety,

provided that he run cautiously, and at moderate rates on the curves.

104. When a Conductor is disabled, the Engine-man will be held responsible for the safety of the Train until a proper person takes charge of it.

105. In Switching at Stations, the Whistle must only be used as a Signal in Starting, and one short blow of the Whistle as a Signal to Stop.

106. All regular Trains, (except Passenger Trains) before giving steam to start from a Station, will give two short, distinct blows of the Whistle.

107. All Engineers approaching Stations where they are required to whistle, will do it so as to denote their class, viz:—First class Trains shall give one long, continuous blow; second class Trains, two distinct blows.

Regulations for the Station Agent

108. He is responsible for the proper use and care of the Buildings and Property of the Company, and is answerable for the faithful and efficient discharge of the duties of all the Company's servants at his Station.

109. He must see that all his orders are duly executed, and that all Books and Returns are regularly written up and neatly kept.

110. He must see that all servants at the Stations behave respectfully and civilly to Passengers of every class.

111. He must inspect all Rooms and places in connection with the Station, and see that they are neat and clean.

112. He must be careful that all stores supplied for the Station are prudently and economically used, and that there is no waste of Oil, Fuel or Stationery.

113. He is not allowed to be Absent without leave from the Superintendent, except from illness, in which case he must immediately inform the Superintendent, and take care that some competent person is entrusted with the duties.

114. Car must never be allowed to stand on the Main Line, but must be placed on a Siding, and the wheels must be securely blocked.

115. Every exertion must be made for the expeditious dispatch of the Station duties, and for insuring punctuality in the Trains.

116. He is required to see that every article loaded in the Cars is entered in the Freight Forwarded Book and on the Way-bills; and also, that every article so en-

tered on the Way-bills is actually loaded in the Cars designated thereon.

117. He will have charge of the Switchmen and all other laborers at the Station. Switches must always be on the Main Track, except while immediately being used.

118. He will report immediately to the Superintendent whenever any Train leaves the Station before the time prescribed in the Time Table.

Rules for Various Officers

119. All Conductors and Engine-men before leaving a Station are required to compare and regulate their Time by the clock standard.

120. Every Conductor and Engine-man while on duty must have with him a copy of the Time Tables and Instructions.

121. In case of a Collision, it will be assumed as a rule, until very clearly proved to the contrary, that the Conductors and Engine-men of both Trains have neglected some of the many precautions, whether written or not, which are necessary to the safety of the Road.

122. All persons when at work upon the Track are required to give notice of any obstructions caused by their work, by exhibiting Red Flags or Red Lanterns, and at a sufficient distance from the obstruction, in both directions; and all Conductors, Engine-men, &c., are particularly enjoined to stop when such Signal is exhibited.

123. When the Engine-man shuts off the steam at Stations where the Train is to stop, thereupon the Brakemen must apply their Brakes, and using their judgment, endeavor to stop at the Station without the necessity of the Engine-man sounding his Whistle. Too much sounding of the Whistle impairs its value as a Signal of Danger.

124. Track Repairers must report any instance of neglect on the part of Engine-men to observe their Signals of Caution or Danger.

125. All the Switches on the Main Line having no Switch Tender, must be approached with great caution, having perfect command of the Train. No excuse will relieve a Conductor or an Engine-man from the responsibility of running off an Engine or Train in consequence of a Switch being wrong.

126. When an Engine is laid up for repairs, it is expected and required that the Engine-man and Fireman shall assist, to the best of their ability, in making the

necessary repairs, and to report themselves with the other Shop Hands to the Time keeper. A failure to do this will result in their not being allowed any Time.

127. No Engine-man is allowed to make any alterations or additions to his Engine or Tender without the consent of the Superintendent or Foreman of Repairs.

128. No Conductor or Engine-man is allowed to exchange Trains or Engines with-

out the consent of the Superintendent, Assistant Superintendent, or Master of Engine Repairs.

129. To avoid Collisions, no Engine or Car will be permitted to pass over the Road other than the regular Train, unless following immediately after an Engine carrying a Red Flag or Lantern and having a right to the Road, or by express orders from the Superintendent.

He Never Lost a Day's Pay in Fifty Years

Bissell J. Humphrey, special accountant in the office of the auditor of freight overcharge claims, entered the service of the Illinois Central as a messenger boy, September 19, 1872, and has been in continuous service ever since, more than fifty years.

Mr. Humphrey's record is truly remarkable in that he has lost not to exceed one month on account of sickness and has not lost a day's pay for any cause since he was employed. He has served the company in several capacities. For many years he was chief clerk to the auditor of freight receipts.

At the time he entered the service the general offices were located in a small room at Michigan Avenue and Lake Street; today they occupy the entire space at Central Station and a 9-story office building at 63d Street. The accounting department at that time was not considered important enough to have a separate organization, freight accounts being handled by the general freight agent and passenger accounts by the general passenger agent. Today the accounting department has approximately 1,300 employees and is in charge of a vice-president.

The road then consisted of approximately one thousand miles of single track as against more than eight thousand miles in the present Illinois Central System, and of this more than one thousand miles are double track, some parts having three, four, six and even eight tracks. Mr. Humphrey recalls distinctly when the Chicago terminals were double tracked and the criticism that followed on account of spending money for such work, the critics contending that the extra track was unnecessary and the money was wasted. Today he is watching the company start the electrification of these same terminals, which will cost many millions of dollars.

At 12 o'clock, noon, September 19, 1922, just fifty years from the date of Mr. Hum-



Bissell J. Humphrey

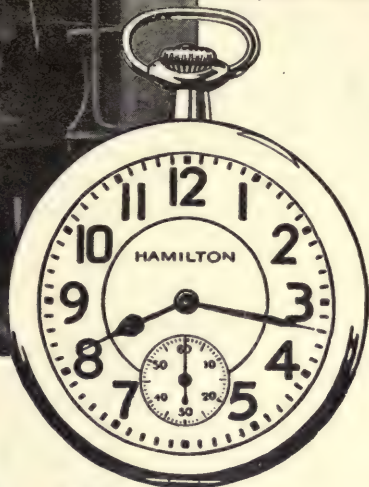
phrey's entry into the service, fellow employees gathered around him, and F. B. Sherwood, auditor of freight overcharge claims, representing officers and employees, made a congratulatory presentation speech and handed Mr. Humphrey a purse made up in the accounting department.

Mr. Humphrey is in the best of health and physical condition and will, no doubt, celebrate many more anniversaries with the Illinois Central. His fiftieth anniversary was the subject of articles in the Chicago newspapers.

There are two things needed in these days; first, for rich men to find out how poor men live; and second, for poor men to know how rich men work.—ATKINSON.



Conductor Ewing and Engineman Shenk comparing time before starting on their scheduled run of 104 miles in two hours and sixteen minutes, on the "Pennsylvania Limited," one of the Fast Trains of the Pennsylvania Railroad.



You may never run the Pennsylvania Limited—but you can own a Hamilton Watch

AND every Railroad Man who owns a Hamilton is equipped to time the Pennsylvania Limited or any other closely scheduled train. The Hamilton is the watch that Railroad men instinctively turn to. It is sturdy, dependable, and so consistent in accurate performance that it can always be counted upon to tell the truth when consulted.

Conductor L. F. Ewing and Engineman H. J. Shenk, of the Pennsylvania Limited, here shown, carry Hamiltons. They've been carrying them for a number of years. Both report their watches as being highly reliable and satisfactory.

Of course they do! Therein lies the value of the Hamilton Watch to all Railroad Men. Almost any watch may tell accurate time for a while, but the Hamilton does it day after day and year after year.

Ask your jeweler to show you the Hamilton No. 992—the 21 jewel "Railroad Timekeeper of America." The new and lower price of this model is \$48.50 for the movement alone. You'll find it a timepiece that will eliminate doubt and give you a real sense of time security.

We will be glad to send you our booklet "The Timekeeper." It contains valuable watch information and illustrates and describes the different Hamilton watches.

HAMILTON WATCH COMPANY, Lancaster, Penna., U. S. A.

Hamilton Watch

"The Railroad Timekeeper of America"

No Mystery About Naming Pullman Cars

*System Adopted Because Alphabet Was Too Short
and Numbers Conflicted With Those Used by Railroads*

A recent issue of *The Pullman News* explained the mystery about Pullman car names as follows:

WHO names the Pullman cars—and why—and how?

That has been the most absorbing topic of travelers' conversation for perhaps forty years. Revelation is at hand.

It is a settled belief in many parts of the United States that the credit—or blame—should rest with Mrs. Frank O. Lowden, who was Miss Florence Pullman. It is confidentially asserted that the daughter of the founder of the Pullman Company was launched on her career in nomenclature as a young girl, receiving \$1 for each car name. Other versions have it \$100 a car, while some solemn guesses have been as high as \$30,000 a year. As a matter of fact, she never had such a job or did any systematic car naming.

The first Pullman sleeping car was a remodeled Chicago & Alton day coach, No. 9, and it continued with its original designation, as did its twin, No. 19. It was then decided to letter the cars, A, B, etc., but there were but twenty-six to select from, so numbers were returned to. This brought a conflict with railway cars' numbers, and so each car received a definite baptismal name. In these days—the 70's—it was customary to name locomotives, as many travelers will recall; presidents of the roads and of the United States, governors of the states and other prominent men were so honored.

"Pioneer" Was First

Car A was really the first named car, since it was called the Pioneer. It was the first car built from top to bottom by George M. Pullman and cost more than \$20,000. It was hurriedly completed in 1865 so that it might form a part of the train that bore the body of Abraham Lincoln from Washington to Chicago and thence to its final resting place at Springfield. There can be no question as to the aptness of the name Pioneer, since this car led the march of progress into the waste lands of unimproved railway travel.

Generally speaking, parlor cars were sup-

posed to be given feminine names and also those of flowers and birds. But railroads often want them named after cities and towns on their lines, and this wish is often followed.

Sleeping cars have been named after rivers, lakes, cities, towns, countries, local historic figures, notables in the world's history, soldiers, poets, authors, battlefields and camps. The latest batch of names, for example, are those of prominent men and women of those days when existed "the glory that was Greece and the grandeur that was Rome." They were selected after much travail by Frank L. Wood, assistant to L. S. Hungerford, vice-president and general manager, who was particular to ascertain that the behavior of the ladies and gentlemen so honored was everything it should have been, irrespective of the customs of the age in which they lived.

Names That Stump Porters

Among these may be noted some that cause the porters some anguish, but otherwise worthy of adorning the side of palatial Pullmans, such as Antiphon, oldest of the famous ten Attic orators; Berosus, a Babylonian priest and historian; Demosthenes, greatest of Greek orators; Diogenes, well known bath tub owner; Hippocrates, father of medicine; Hesiod, a Greek poet who wrote on rural economy and morals of morality, and Simonides, a Greek iambic poet.

Some of the names of the old Pullman cars are interesting. They are a bit fanciful sometimes, not to say idealistic, such as Arcadia and Utopia, with Riviera as a picturesque added starter. Then there were the Patriarch and Puritan, ancient private cars, the Davy Crockett, a hunting car, and the Izaak Walton, consecrated to wealthy anglers.

When the Pennsylvania Limited, the first all-Pullman train, first started running between New York and Chicago in 1887, the especially built sleeping cars were named after countries, such as England, France, China, Germany and Spain. The dining cars were called for celebrated French chefs, Savarian, Aberlin, Magdolin and Val-

entin. Earlier noted dining cars were the Atlantic and Pacific, and in 1893 the America, marvel of the rococo period, was exhibited at the Columbian exposition at Chicago.

Recurring to some of the odd names of by-gone days, few of which have been bestowed on standard sleepers and parlor cars of today, one finds the Morning Star, and likewise that of the Evening and Twilight; and also the Lone Star. Then there was the Gem, Leo, Olive Branch, Wild Rose, Prairie Queen, Monte Cristo, Reindeer and Promontory. The derivation of all these names is easily understood with the possible exception of Promontory. Possibly, being indigenous to the days when there was but one Pullman, and that attached to the rear of the train, it stood out

like a headland, the Golden Gate, for instance.

[The editor of the *Southern Pacific Bulletin*, however, explains the origin of this name as follows: The car "Promontory" was undoubtedly named after Promontory, Utah, where the golden spike was driven May 10, 1869, joining the Central Pacific with the line from the east to form the first trans-continental railway route.]

FOLDER ADVERTISES MEMPHIS

A folder recently published by the Memphis Chamber of Commerce should aid materially in making new passenger business for the Illinois Central System. The beautiful folder pictures Memphis the wonder city that it is, and will no doubt create a desire in many readers to visit Memphis.

GASOLINE

Think You Can Spell?

Here is a mighty good one for you. How many words can you make? Five, ten, twenty or more? Be the best speller and win a cash prize.

Win \$100! Try It!

Household Magazine will give a prize of \$100.00 in cash to the person who sends in the largest list of correctly spelled words made out of the word "Gasoline," providing the list is accompanied by 25c to cover a one-year subscription to the Household Magazine. Every person who sends in a list of words with 25c to cover a one-year subscription to our big magazine—whether they win the \$100.00 cash prize or not—will receive a prize. See how many words you can make out of "Gasoline."

THE RULES ARE SIMPLE

Anyone living in the United States may submit an answer, except no answers will be accepted from employees of the Capper Publications, residents of Topeka, or former cash prize winners in any Picture or Word Spelling Clubs conducted by the Capper Publications. Write as plainly as you can. Place your name and complete address at the top of the list. Number the words 1, 2, 3, etc. Make as many words as you can out of "Gasoline." A few of the words you can make are, "gas," "oil," "on," "line," "in," "goal," etc. Do not use more letters in the same word than there are in "Gasoline." Proper names, prefixes, suffixes, obsolete, and foreign words will not be counted. Words spelled alike, but with different meaning will be accepted as one word. Your list will not be accepted in this Spelling Club, unless it is accompanied by 25c to cover a one-year subscription to Household Magazine. In the event of a tie between two or more Club Members, each tying Club Member will receive a prize of the same value in all respects to that tied for. This Spelling Club closes Dec. 23, 1922, and as soon as your list of words with remittance is received, we will acknowledge the order, and the winner will be announced as soon after the closing date as the three judges can determine to the best of their ability who has submitted the largest list of correctly spelled words. Each participant agrees to accept the decision of the judges as final and conclusive. Webster's New International Dictionary will be used as authority.

When sending in your list of words and 25c, be sure to state to whom we are to send our big monthly magazine for one year.

HOUSEHOLD SPELLING CLUB,

Dept. 1719,

TOPEKA, KANSAS



Home Owners Are Owned by Their Homes

*The Possession of Property Stabilizes a Man and
Makes Him an Eager Supporter of Law and Order*

By **JOHN H. PUELICHER,**
First Vice-President,
American Bankers' Association

*Excerpts from an address to the Colorado
Bankers' Association.*

WHY has life in America in many ways become far less stable and far less secure? Because there is a great stretching out of the vast mass of people in industrial labor and agriculture, seeking a fulfillment of a real democracy of living conditions. Men desire something that will stabilize their lives. To many people, there is nothing ahead but the daily grind, and they are willing to try any new measure or any new life, in the belief that it will change their present circumstances.

They have experimented in Russia. They have experimented in North Dakota and have not found a solution—merely unscrupulous masters.

You believe that with continued improvement the present system offers the best opportunity for all to gain that desired contentment and prosperity. So do I. I would not defend it for a moment if I thought there was any other system that could better serve the community at large, nor will I defend it if I am ever convinced that there is one that will better serve all the people. True, it is in need of constant reform. It has had the power, without, in the same measure, accepting the yoke of responsibility, and *noblesse oblige* should be its motto.

The Many Holders of Capital

Many who are the holders of capital in America today do not know that they are. They do not know that capital is the product of past labor used in further production—or, in other words, that anything available to increase one's power or influence is capital. The rude bow and arrow of the Indian was capital; a workman's tools are capital; a man who owns his home possesses capital; a man who has a savings account has capital. Does it not designate personal ownership, and is not personal ownership one of the greatest stabilizers in the world?

The most stable population of America has always been made up of the small home

or land owners. As the English colonists secured the right to hold property, they became established. That ownership brought a higher form of civilization, a desire to live happily as a community of individuals, each respecting the others and the rights of others. It brought greater contentment. It encouraged the people to work and develop their holdings, since the improvement and betterment of these would result in reward to the owners.

Today a man who owns his home or his farm is, in a measure, owned by his home or his farm. There are so many elements of respectability that come to him who finds permanent shelter for his loved ones. He probably worked hard to possess it, and when he has it he tries to make it attractive and hold on to it. It is a force for law, since a home owner desires protection by law. He acquires respect for the property of others. He wants good, sound government and desires to become an advocate of law and order. Ownership makes him vigilant. I think it was Gladstone who said, "Property always has one eye open."

Savings Account Is Necessary

But a man can seldom be a home owner or a farm owner or the owner of any of the stabilizers of life until he has been or is the owner of a savings account.

Do you know that out of every 1,000 people in Switzerland 554 are savings depositors? There are in Denmark 443, in Belgium 387, in France 346, in England 302, and in Italy 200 out of every 1,000, and yet in the United States we have but 99 savings depositors out of every 1,000 inhabitants? Almost 500 per cent more in Switzerland! Does that signify anything to the task the American banker has before him?

You know, too, that tenancy instead of ownership is growing among our farmers. In 1880, the farms which were operated by tenants constituted 25.6 per cent of the total number of farms in this country. By 1920 38 per cent, or practically four out of every ten farms, were operated in this way.

We cannot become stabilized unless we become a nation of owners. We cannot become a nation of owners until we are a

nation of savers. How are we to become savers? In the first place, we must know how to work. We must know how to save. We must know how to take care of our savings. We must know how to send those savings back into circulation. We must have a goal and a confidence that that goal can be reached because we understand the workings of economic law which govern our living and working and trading.

It all comes back to education. We have tried many laws and many amelioratives to rid our society of the poverty and ignorance about us. We have more or less accepted the saying, "The poor always ye have with you." Perhaps there is no panacea for poverty, for there will always be the few irredeemably lazy and the few more who become thoroughly discouraged and overwhelmed by misfortune, so that they either must or do give up the race; yet most of the "poverty," "borderline poverty" or "day by day existing and nothing more" (from among which group come so much misunderstanding and radical action) is due to a lack of knowledge of those things which would urge foresight—a lack of knowledge as to how to save today for a future need. As Euripedes said, "A bad beginning makes a bad ending."

If ignorance of money matters and of the use of financial institutions are among the greatest causes of the misfortune, lack of prosperity and misunderstanding among so large a mass of our people, does that not warn us of the need of education in these matters? It means giving the people a knowledge of economic law, so that they have a means of working, and acting and judging for themselves.

There is no safety in what may be told or sold to our people save in education. We do not wish to be leveled down in this country. Nor, on the other end of the scale, do we desire to tolerate the profiteer, but we do want to level up—up to a nation of substantial middle-class standards—owners of bank accounts and homes, attractive and well furnished; owners whose food is good and palatable, and includes some delicacies; whose clothing can have variety and be of good material; who can choose their recreation and their vocation; who can be intelligent citizens in a full democracy, and accept the educational and cultural opportunities of our country and the world, to give them not only power, but the enjoyment of the essential and eternal value of life.

Let DIAMONDS say Merry Xmas

642 AD—18" Pearls, Diamond Clasp. \$14.50

643AD—Premierdiamond Ring. \$95.00

644 AD—Engraved, Diamond \$37.50

645AD Hexagon diamond Ring. \$55.00

651 AD—Platinum Dia. Ring. \$118.50

649AD—Premier Cluster, 7 dia., \$73.50

653AD—W. G. Cluster, Dia., \$59.50

652AD—14 kt. Wh. Gold 15-jwl. Wrist Watch \$33.65

654AD—Blue-white, Dia. Rg., \$110.00

647AD—BelcherDia.Ring. \$80.00

NO MONEY DOWN

THEstartling Diamond values pictured can be yours without risking a single penny. Each item is ideally suited for a charming Christmas gift. Yourselectionsent on your simple request without a single penny down. If you don't agree that it is the biggest bargain you ever seen, return at our expense. If you keep it, pay at the rate of only a few cents a day.

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November, 1922

One Hundred Nineteen

NEWS OF THE DIVISIONS

AROUND CHICAGO

Office of Auditor of Freight Receipts

A pretty wedding took place, Saturday, September 30, when Miss Helen Kleuskens became the bride of John Spiek of West Pullman. The ceremony was performed in St. Catherine of Genoa Church at 5 p. m. Sincere congratulations and best wishes for their happiness were extended to them by their friends in this office.

INDIANA DIVISION

Superintendent's Office

Miss Naomi Bailey of the accounting office has returned from visit in New York.

There have been several changes in the division offices; Ben Winkleback, clerk in the accounting department, has accepted a position with the Central Illinois Public Service Company, Springfield, Ill. Dewey McLain of the roadmaster's office filled the vacancy in the accounting office; C. L. Rager of Bloomington, Ind., succeeded McLain; J. A. Cleavlin has been made supervisor's clerk at Bloomington, Ind.

DIVISION CORRESPONDENTS

Chicago Terminal—Heads of Departments.

Illinois—Mr. George Strauss, Assistant Chief Clerk to Superintendent, Champaign, Ill.

Indiana—Miss Florence McShane, Secretary to Superintendent, Mattoon, Ill.

Iowa—Mr. C. R. Briggs, Chief Clerk to Superintendent, Fort Dodge, Iowa.

Kentucky—Miss Anne Sweeney, Stenographer, Superintendent's Office, Louisville, Ky.

Louisiana—Miss Claire Pimm, Clerk, Superintendent's Office, McComb, Miss.

Memphis—Mrs. Collie P. Said, Acting Correspondent, Room 315, Grand Central Station, Memphis, Tenn.

Memphis Terminal—Mr. W. E. Gerber, B. & B. Clerk, Room 306, Grand Central Station, Memphis, Tenn.

Minnesota—Miss Lucille Sims, Secretary to Superintendent, Dubuque, Iowa.

Mississippi—Miss Kathleen Hadaway, Clerk, Superintendent's Office, Water Valley, Miss.

New Orleans—Mr. Thomas T. Treanor, Superintendent's Office, Vicksburg, Miss.

New Orleans Terminal—Miss Myrtle Biersoll, care of Superintendent, New Orleans, La.

Springfield—Miss Della Morrison, Stenographer, Superintendent's Office, Clinton, Ill.

St. Louis—Mr. J. W. Brown, Clerk, Superintendent's Office, Carbondale, Ill.

Tennessee—Mr. Rufus Kemp, Jr., Office of Trainmasters, Fulton, Ky.

Vicksburg—Mr. J. S. Terry, Train Dispatcher, Greenville, Miss.

Wisconsin—Mr. J. A. O'Neill, Superintendent's Office, Freeport, Ill.

C. L. Adams, clerk to Trainmaster Vane at Palestine, Ill., has resigned, and Miss Olive Gibley has accepted the position.

L. A. Lawrence is the new clerk to Supervisor T. J. Flynn at Palestine, Ill.

Miss Florence McShane of the superintendent's office has returned from a leave of absence; Miss Beatrice Crimmins, who substituted for Miss McShane, has returned to her studies at the University of Illinois.

Carl Schlicher, clerk in the superintendent's office, has resigned and will accept a position with the Big Four Railroad.

Chief Dispatcher's Office

The new siding just north of Delavan was opened for service October 12 and has been named "Horton." This will enable the dispatchers to handle the heavy business on the Peoria district much easier.

Business is still heavy on the Indiana division, and cars of all classes are very scarce. Our slogan: "Don't delay a single car."

While Dispatcher and Mrs. L. L. Bosley are enjoying a vacation, Dispatcher Klugh is the relief man.

Car Distributor Werth, also on vacation, is relieved by Operator Scott; Operator Crimmins is taking care of the night job in the chief dispatcher's office.

While Agent and Mrs. H. C. Warford of Merom, Ind., are spending a vacation in Indiana, Extra Agent Titus is acting as agent at Merom.

Mattoon Shops

C. R. Wood, chief clerk to Master Mechanic Bell, Mattoon shops, went to New Orleans recently to attend the national convention of the American Legion and its auxiliary.

C. W. Anderson, pensioned stationary engineer, is visiting in Oskaloosa, Iowa.

Miss Belle Shook, employe at Mattoon shops, is enjoying an extended trip through the West, visiting California and Portland, Ore.

ST. LOUIS DIVISION

E. B. J. Bush, formerly accountant in the division office, Carbondale, has accepted a position in Mr. Blaess' office, Chicago. Mr. Bush has been succeeded by E. H. Smith.

Miss Nellie Cressie has been given the position of clerk-stenographer in the local freight office at Carbondale, under Agent B. Runalls.

There were ten or twelve special trains run over the Illinois Central handling passengers to the American Legion meeting in New Orleans, La.

Big preparations have been made for a big Hallowe'en celebration in Carbondale. Carbondale has become famous throughout Southern Illinois for its elaborate Hallowe'en parades.

A. H. Ahl, accountant, is taking a course in higher accounting in the University of Chicago.

E. R. Nightingale, formerly chairman of the St. Louis division, has been transferred to Louisville, Ky., as a rodman.

Clyde Brooks, who has been working in the accounting department, division office, Carbondale, has re-entered the Southern Illinois Normal University to take up preparatory work for a medical course.

Elmer E. Wilkinson, bridge foreman on the St. Louis division, Carbondale district, was pensioned August 1.



E. E. Wilkinson

Mr. Wilkinson was born on a farm near Cleves, Ohio, April 27, 1861. His first railway work was for the Big Four at Cincinnati, Ohio, as an apprentice in the shops in 1887, where he stayed three years, after which he went to work in the bridge department of the Cincinnati Northern Railway, Van Wert, Ohio, for a short time. He returned to the Big Four and in

1882 came to Carbondale, Ill. In July, 1882, he went to work as bridge carpenter for the Carbondale & Shawneetown Railroad, which was later taken over by the Cairo Short Line, later a part of the St. Louis, Alton & Terre Haute Railroad, which in 1896 became a part of the Illinois Central. Since 1889 he has served as a bridge foreman continuously until retired, leaving the Illinois Central System after forty years' service.

MINNESOTA DIVISION

Albert Scheel, Illinois Central freight conductor, was instantly killed at Doris, Iowa, in a train wreck September 30. Mr. Scheel was pulling his train on the side track at Doris, and before his train had reached the clearing another freight coming from the same direction crashed into it. Mr. Scheel was in the caboose and was killed instantly.

Albert Robert Scheel was born at Masonville, Iowa, October 5, 1888. He came to Earlville at the age of 9 years, where he attended the public school for several years.

At the age of 21 he became an employee of the Illinois Central as a brakeman. After several years of faithful work, he was promoted to conductor on a freight train. This position he held for a few years, when he was called to the defense of his country in May, 1917. He served in Company C, 64th Infantry, 7th division. After one year of faithful service overseas he returned home and found that his former position as conductor had been held for him by the railroad, and he at once went back to work.

Mr. Scheel was an active member of the American Legion, belonging to the Becker Chapman Post of Waterloo and also Post No. 436 of Earlville. He was also a member of La Societe des 40 hommes et 8 chevaux (box car society), in whose activities he took an active part. One thing especially noticeable

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Bridge over Cedar River at Waterloo, Iowa, with Illinois Central station on the right

was the manner in which Mr. Scheel attended military funerals of "buddies" who had answered the last roll call. His loss is felt keenly by the members of Becker Chapman Post, who knew him most intimately and associated with him the most. There never was a time that a "buddy" needed assistance

that Albert was not ready to help him. He assisted more ex-service men, who were out of employment during the past winter than any other individual Legionaire in Waterloo.

Mr. Scheel was also a member of the Brotherhood of Railway Trainmen and of the Order of Railroad Conductors. He leaves



Literally surrounded by flowers in the summer time is the home of Section Foreman George Henninger of the Wisconsin division at Bloomington, Ill. A city with such a name ought to have good flowers, but it is said that Mr. Henninger's yard is unusual, even for Bloomington. The upper view shows the front yard, facing Oakland Avenue; the lower shows the east side, near the track; and the third picture shows Mr. Henninger's daughter-in-law, Mrs. George Henninger, Jr., standing in front of one of the finest flower beds in the yard, and likewise in all Bloomington, Mr. Henninger declares.



Coleman, Ill., on the Fox River

to mourn his sudden departure, his parents, five brothers and two sisters.

KENTUCKY DIVISION

Miss Grace Haiwell and John Shacklett were married on September 1 at Jeffersonville, Ind. Mr. Shacklett has recently been promoted to outbound abstract clerk in the office of the freight agent, Louisville.

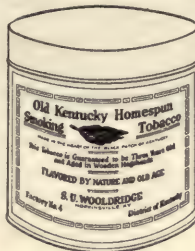
Miss Maude Burkhardt, clerk to the chief dispatcher, Louisville, and Dr. E. Harris



An Illinois Central group at our Cedar Falls, Iowa, station. Left to right: 1, J. B. Corrigan, baggageman; 2, E. T. Parker, third trick operator; 3, Martin Dwyer, pensioned section foreman; 4, A. M. Garrick, first trick operator and ticket agent.

Fisher of Louisville were married on September 25. After an extended honeymoon through the North, Doctor and Mrs. Fisher will be at home at 1817 Princeton Drive, The Highlands, Louisville.

Mrs. Nora McCormick Connaughton, wife of John Connaughton and mother of Miss Helen Connaughton, who has been telephone



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12 pairs	\$1.85

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Here is the Orient mine, on the West Frankfort branch of our St. Louis division, which holds the world's record for hoisting coal, having loaded 164 railway cars in eight hours, or an average of more than twenty cars an hour.

operator at Central Station, Louisville, for the last nine years, died at her home on South Brook Street, Louisville, October 4, after a short illness. Funeral services were held for Mrs. Connaughton at St. Louis Bertrand Church, and burial was in Calvary Cemetery.

MISSISSIPPI DIVISION

Miss Lois Covington, stenographer to the assistant chief clerk, has been making a visit in Wisconsin.

Mrs. B. Burgess is still on the sick list, having been absent from her place in the accounting department for about fifteen days.

Frank White, chief clerk to the trainmasters at Fulton, Ky., has been granted a leave of absence to attend school in Bowling Green. He is succeeded by Mrs. W. R. Hales.

Gerard Grider has been given a place as stenographer in the road department, succeeding Rufus Kemp, Jr., who bid in a position as stenographer to the trainmasters.

The following, from a recent issue of the Jackson (Tenn.) *Sun* refers to the death of one of our pensioners of more than fifty years' service, whose record was given, with that of eleven others, in the August, 1921, issue of this magazine:

"In the death of Louis Kell, aged about 80, who passed away in McComb, Miss., Sunday, many of the older residents of Jackson recall that his passing takes away the last of the old engineers of the Mississippi Central Railroad who lived in this city. Mr. Kell for a number of years resided here, having his home on Baltimore Street. His run was between Water Valley, Miss., and Cairo, Ill. He was an excellent railway employe and a splendid, straightforward Christian gentleman. Many of the 'old-timers' here speak affectionately of him today. His body will be laid to rest in McComb, whence he had gone a number of years ago. He is survived by one sister, Mrs. John Ingram of this county, and among his nephews is Hewitt Pegues of Huntersville.

"The death of Mr. Kell recalled to the mind of W. A. ('Pat') Marks, president of the 'Old Settlers,' the races that were run of Sunday evenings by Mr. Kell, piloting a Mississippi Central passenger train, and Henry Witherspoon, operating an M. & O. train. The tracks were parallel for four or five miles north of Jackson, and the trains would pull into Jackson about the same time. Mr.

Marks remembers that of Sunday evenings as many as 3,000 persons have walked north of Jackson to witness the race between the two trains. The incident was a real sporting event in Jackson in those days, it is said."

MISSISSIPPI DIVISION

Pensioner J. D. Olinger has left for a visit to relatives and friends in St. Louis and Sedalia, Mo., Hoffman, Okla., and Fort Worth, Texas. He expects to be gone about three weeks.

Joe Strolin, one of our pensioners, now living in Chicago, is spending several days in Water Valley with old-time friends. Mr. Strolin expects to visit New Orleans before returning to Chicago.

Miss Christine Adams, file clerk, and Mrs.



Here we have Caller R. A. Yancy of Jackson, Tenn., and his famous old goose, Tom. Tom Goose and Arch are known to almost everybody from coast to coast who follows the shooting game. Mr. Yancy, one of the crack shots of the Jackson Gun Club, has an official average in the American Trap Shooters' Association of 96 per cent. He and Tom Goose make a hit wherever they go, and nothing is too good for them. Mr. Yancy, who is caller at Chester Street, Jackson, says he is crazy about three things, and they are the Illinois Central, Tom Goose and his gun, which he says is the finest gun in the world. Tom Goose follows Mr. Yancy wherever he goes, takes his stand at the traps and moves from peg to peg along with his master. Tom Goose is 14 years old, and Mr. Yancy says he is good for twenty years more.



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Mississippi division offices, Water Valley, Miss.

Gladys Walker, tonnage clerk, superintendent's office, recently spent several days in Chicago.

Miss Annie Bell Anderson, clerk, superintendent's office, has returned to work after a month in Chicago and Fort Dodge, Iowa.

Miss Lillie Butler, daughter of Machinist G. W. Butler and formerly employed by this company as stenographer, has been appointed by the president and committee of the McKinney Lake Drainage District as secretary of that organization. Miss Butler for the past two years has been the efficient stenographer of the law firm of Montgomery & Dulaney of Tunica, and this appointment comes as a further recognition of her business ability.

Dispatcher D. Sizemore is away for a three weeks in Kentucky and Cincinnati, Ohio.

Dispatcher W. J. Tipler has returned from a ten days' trip over the system, having been appointed a member of a committee of dispatchers to make this trip.

NEW ORLEANS TERMINAL

J. E. Murphy, instrumentman in the engineer's office, is making an extended tour of the West, stopping over at Colorado Springs, Denver, Salt Lake City and El Paso.

W. H. Wood, Jr., former rodman on this division, has been promoted to instrumentman, stationed at Champaign, Ill.

Miss Esther Lucich, employed in the general agent's office, on September 2 became the bride of James J. McStravich.

On October 2 the stork paid a second visit to the home of Chief Yard Clerk A. J. Condon and left another little girl, Beatrice Lucille.

Here are H. E. Campbell, rodman in the engineer's office, and his bride, formerly Miss Clara Ellsworth, accountant, superintendent's



Mr. and Mrs. H. E. Campbell



Looking northeast from our 63d Street Office Building, Chicago, with our tracks in the foreground and Hyde Park High School at the upper right

office—a strictly Illinois Central couple. Mr. Campbell is a native of Chicago, having been employed by the Illinois Central at that point for several years. He came to New Orleans a few months ago, accepted a position in the engineer's office and lost his heart. A speedy romance was the result of Mr. Campbell's transfer to New Orleans, and the wedding day was set for October 27. A delightful trip over Illinois Central rails to Chicago has been planned, thence up through the Canadian forests to Winnipeg. Mrs. Campbell saw service at McComb, Miss., and in the local freight office, New Orleans Terminal.

Station Master's Department

Effective October 1, the Checker taxicabs replaced the Yellow taxicabs as official cabs at Union Station. The proprietors of the Checker Cab Company, Joseph M. Bistes and F. C. King, who have been connected with the taxi and transfer business for a long time, have promised to give the best of service at Union Station.

Euphrosine Street from South Rampart Street to Franklin Street was made a one-way street October 1. This action has greatly improved the handling of traffic by the express company, baggage room and milk platform.

G. W. Sallee, ticket agent, has returned from a trip west, stops having been made at San Francisco, Los Angeles, Salt Lake City, Denver and St. Louis. Mr. Sallee says he enjoyed the trip very much and put on about ten extra pounds.

MEMPHIS DIVISION

D. C. Clark, accountant, has just returned from a trip to Denver, Colo., where he was suddenly called by the serious illness of his wife. Mr. Clark reports his wife improving.

Miss Bessie Phipps, garnishment clerk, spent a most enjoyable visit in the West, having visited in Denver, Manitou and Colorado Springs, Colo.

Our congenial chief accountant, Joe N. Concklin, has just returned from a thirty days' leave of absence and reports enjoying a much needed rest. This is the first vacation Joe has had for the last five or six years.

We had the pleasure of a visit from H. H. Kiernan, formerly assistant chief clerk in the superintendent's office, now secretary to the president of the Peoria & Pekin Union Railroad. Harry spent his vacation in Memphis.

Train Dispatcher Vernon E. Pettit had the pleasure of accompanying a train dispatchers' committee over the Illinois Central System during the latter part of September. Mr. Pettit was complimentary in his comments on the cordiality of division officials whom they met on the trip. Mr. Pettit declares the trip was beneficial from an educational viewpoint, as well as a great pleasure.

H. C. Ferguson, assistant chief clerk in the superintendent's office, met an untimely death on September 24 while on his vacation. His body was found between the Illinois Central tracks near Harvey, Ill. He was laid to rest in Forrest Hill Cemetery, Memphis. Mr. Ferguson had been connected with the Illinois Central in various clerical capacities for the last seven years and was greatly liked by his fellow workers.

A. N. Covington, agent at Lyon, Miss., for the last seven years, died at a hospital in Memphis October 13, following an operation.

On September 27, Section Foreman J. H. Parker discovered a broken arch bar on the



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north end of IC-27884, train No. 97, Cruger, Miss., the car having been set out for cotton loading. Mr. Parker notified the agent, and the car was repaired, thereby preventing a possible accident.

On October 6, IC-160269 and IC-29154, empty cars, were moved from Greenwood to Midway, Miss., by train No. 96. The cars were spotted to load by the Black Bayou Planting Company. Train No. 95 picked them up for return movement, one hour and twenty minutes after being placed for loading, and moved them back to Greenwood the same date, less than fourteen hours being consumed. This goes to show that our patrons are co-operating with our conductors during the present car shortage.

On September 25, Erie-106985 arrived at Tutwiler, Miss., at 8:05 a. m., loaded with bagging and cotton ties for a local cotton gin, was placed for unloading on arrival, made empty at 2 p. m., reloaded by the consignee with cotton seed, loading completed at 11 p. m., and car moved out at 8:05 a. m. the following morning. Twenty-four hours were consumed from the time the car arrived.

NEW ORLEANS DIVISION

The American Legion includes in its membership a large number of the boys on the New Orleans division, and almost every one of them was anxious to attend the fourth national convention in New Orleans during the week of October 16. Although business on the division was exceedingly heavy at that time, arrangements to relieve a goodly number were made, and our representation at the big event was of no mean proportion.

A very pretty wedding was celebrated in Vicksburg a few days since, when Operator J. V. Holliday, connected with the ticket office at Baton Rouge, La., and Miss Clara Russell of Vicksburg were married. Miss Russell is the daughter of Aubry Russell, a member of the special agent's forces. The newlyweds will make their home in Baton Rouge.

The appointment by Governor Lee M. Russell of Superintendent F. R. Mays to the post of levee commissioner for Warren County, Mississippi, is hailed with great satisfaction by the people of the community. As vast improvements in the Mississippi River levee system are under way, and in view of Mr. Mays' highly successful handling of the recent high water situation, the citizens feel confident that his assistance will be of no little value to his fellow commis-



Vicksburg division offices, Greenville, Miss.

sioners and the public at large. Apropos, it may be mentioned that the company has finally decided to erect a sea wall to protect its properties from high water at Vicksburg.

Milton F. Clark, veteran agent at Ethel, La., was recently married to a resident of Slaughter, La.

Engineer J. J. Mulvihill is laid up with a severely sprained ankle, but is improving gradually.

C. A. Rickett is relieving General Yardmaster F. C. Hattie, who is off on a well-earned vacation.

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ILLINOIS CENTRAL MAGAZINE

DECEMBER 1, 1922



DECEMBER, 1922

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Hinkle C. Hays

Mr. Hays is a member of the law firm of Hays & Hays, Sullivan, Ind., district attorneys for the Illinois Central in Indiana. This firm was appointed district attorneys on February 1, 1915, the firm having been employed as local attorneys for Sullivan County previous to employment as district attorneys. It was also counsel for the Indiana & Illinois Railroad Company, which later became the Indianapolis Southern Railway, and which now is the Indiana division of the Illinois Central. Mr. Hays was born at Sullivan on November 12, 1890, and attended the public schools in that city, later attending Wabash College at Crawfordsville, Ind., from which he was graduated in June, 1912. At that time he became affiliated with the law firm of Hays & Hays, in which firm he is still an active partner. His father, the late John T. Hays, was a distinguished Indiana lawyer of the old school, and his brother, Will H. Hays, a member of the firm, is the former Postmaster General of the United States and present chief executive of the motion picture industry of the country.



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GEORGE M. CROWSON, *Editor*.

CHARLES E. KANE, *Assistant Editor*.

The Nation Must Stand By Its Railroads

Nothing but Provision for Adequate Financial Return Can Avoid Future Troubles

In what has been acclaimed as one of the most important, timely and effective railway addresses of the year, President C. H. Markham of the Illinois Central System on November 9 told those in attendance at the annual dinner of the Railway Business Association in New York that nothing but adequate support of its railroads would ever free the United States from the danger of transportation shortages, such as we are now experiencing. Mr. Markham's address follows:

WE HAVE witnessed this year a remarkable change in conditions in the United States. The country recently was passing through one of the most profound business depressions in its history. It has emerged from this depression and has entered a period of activity in production and commerce such as those which always have followed its panics and depressions in the past. Foreign conditions affecting our export business are very unsatisfactory, and it is impossible to measure the influence they will exert. But our domestic commerce always has been many times as important as our foreign commerce, and in our own land almost every condition seems favorable to another era of expansion and prosperity.

At the very threshold of this new era, however, we are confronted with a shortage of railway transportation. The farmers have produced bumper crops. The railroads have moved more grain this year than ever before in history. Nevertheless, the farmers complain that, although their big corn crop has not all been harvested, they cannot get enough cars for even the grain that is ready for shipment. Lumber manufacturers

find themselves unable to ship the lumber they have produced and for which there is a demand. The coal mine operators cannot get anywhere near as many cars as they order. Manufacturers of iron and steel show that their output is being restricted because the railroads cannot deliver them enough fuel and raw materials. Road building and other construction concerns complain that their business is interfered with by the priority in the use of open-top cars being given to coal under an order of the Interstate Commerce Commission. Growers of fruit and vegetables say they are suffering large losses because they cannot get enough refrigerator cars.

Some of these complaints are exaggerated. Some are without justification. But they reflect a nation-wide condition, the existence of which cannot be questioned.

No Situation Like This in the Past

There have been other times when the service the railroads could render has been unequal to the demands. This was the case, for example, in 1906 and 1907 and in the war years. But in every past time when there was a shortage of transportation it was felt only after the revival and increase of business had been going on for some time and had carried production and commerce to higher levels than ever before. What we call "car shortages" always have represented inadequacy of all railway facilities. The "car shortage" of 1906 and 1907 did not come until toward the close of a 10-year period of industrial and commercial expansion during which the railroads had increased by two and one-half times the volume of freight carried by them. The

car shortages of the war years did not begin until when, in 1916, the railroads were handling 20 per cent more freight than in the previous record year.

The outstanding fact regarding the present shortage of transportation, the significant fact which challenges our attention, is that it has been met at the very beginning of a period of business revival. In this respect it creates a situation unprecedented in the history of the United States—a situation which should cause every farmer and business man, every railway regulating official, every public man, every wage worker, to pause and reflect seriously.

It is plain to every man who thinks that the wages labor can be paid, the income the farmer can get, the profits that can be derived from business, depend in the long run upon the total amount of production and commerce that can be carried on. If the necessities, comforts and luxuries each of our people has are to be increased, we must increase our total production and commerce more rapidly than our population. We have always done this in America. But nothing could be more obvious than that the increase in production and commerce which is vital to the welfare of all cannot be secured without a corresponding increase in transportation.

The Largest Car Shortage Ever Known

It is a historic fact that in this country within the last one hundred years production and commerce and the material welfare of the people have increased faster than they ever have in any other country in the world. It is also true, as every student knows, that this wonderful material progress has been made possible by the fact that until recently our railroads always were developed ahead of, and prepared the way for, the growth of population and industry. The conditions which now exist, therefore, mark a revolution in our affairs. Nothing less than a revolution has occurred when our railroads, whose surplus capacity has always in past periods of business activity made possible the vast increases which have occurred in our production and commerce, are found threatening to prove unequal, or actually proving unequal, to the demands made upon them at the very beginning of a period of business revival.

The railroads are now moving about as much freight weekly as in 1920, when the highest record was made. In spite of this

the "car shortage" recently reported has been the largest ever known, and the demands of shippers continue to increase. In past periods of business revival the increase in freight business has gone on until it has reached a point 35 to 150 per cent higher than ever before. We may well ask ourselves whether, with the railroads finding it difficult to surpass the freight carrying record of 1920, they can be expected within a few months or years to handle such an increase in tonnage as past experience shows would be only normal in a period of general revival.

Who can measure the losses which may be sustained by the country's people if the railroads prove unable to increase anywhere near as much as they have in past periods the amount of freight handled? Mr. Julius H. Barnes, president of the Chamber of Commerce of the United States, was head of the government's Grain Corporation during the war and has been in the grain exporting business for thirty years. In a recent address Mr. Barnes showed how inadequacy of transportation has so restricted the flow of grain from our farms to Europe that, in his opinion as an expert, the difference between the prices of grain on our farms and in foreign markets averages 10 cents a bushel more than it would if transportation conditions in this country enabled the grain to flow normally to market. He estimated that if similar transportation conditions continued throughout the crop year the loss due to them suffered by the farmers on grain alone would be \$400,000,000. He attributed the inadequacy of transportation to "an over-rigid system of government regulation over our railroads, which has extended over ten or twelve years." Apply similar reasoning to all the rest of the industry of the country, and you will get some idea as to why Secretary Hoover recently estimated that every period of shortage of transportation costs the country at least a billion dollars.

Why are we suffering from this shortage of transportation at the very beginning of a business revival? The correct answer must be given to this question, and the public must be convinced that it is correct. Without an informed public opinion the situation cannot be remedied.

Recent Strikes Partly to Blame

The situation is partly due to the coal strike and the shop employes' strike. The

long coal strike has imposed upon the railroads a demand for the movement during the fall and winter months of a vast tonnage of coal which should have been moved in the spring and summer. The shop employes' strike has delayed repairs to a large amount of equipment which was in bad order when it began and which would have been made ready for service if the strike had not occurred.

But it would be a serious mistake to assume that these strikes have caused the present shortage of transportation and that it will disappear when their effects have been removed. The causes of the present shortage of transportation and the still greater shortage there is reason for fearing go much deeper and farther back. During the last fifteen years the production and commerce of the country, in spite of occasional reverses, have grown as rapidly in proportion as in previous years. The increases in the freight offered the railroads conclusively prove this. But during this time the development of the facilities of the railroads has steadily and rapidly declined. The time has come at last when not only has the surplus capacity of the railroads been exhausted, but their development has fallen far behind that of other industries. These are the real causes of the present situation.

In the five years ending with June 30, 1907, the number of locomotives in service on the railroads of the United States increased 18,160. The end of this period coincided with the beginning of the period of restrictive regulation. Compare this with the increases that have occurred since then. In the five years ending with June 30, 1912, the increase in the number of locomotives in service was only 8,447; in the four and one-half years ending with December 31, 1916, it was only 4,558; and in the five years ending with 1921 the number of locomotives in service actually *decreased* 664. The locomotives retired were constantly being replaced with more powerful engines, and the increase in the total tractive power, or total pulling capacity, of the locomotives in service in the first five years of this period was 640,000,000 pounds. In the next five years it was only 338,000,000 pounds; in the next four and a half years 367,000,000 pounds; and in the five years ended with 1921 only 262,000,000 pounds.

Now, take freight cars. In the five years

ending with June 30, 1907, the number in service increased more than 480,000. In the next five years it increased less than 230,000; in the four and one-half years ended December 31, 1916, it increased only 114,000; and in the five years ended with 1921 the number of freight cars in service *declined* 13,621. The cars retired were constantly replaced with cars of larger capacity, and the increases in total capacity of the freight cars in service were as follows: Five years ended with 1907, 25,000,000 tons; five years ended with 1912, 16,000,000 tons; four and a half years ended with 1916, 12,000,000 tons; five years ended with 1921, 3,500,000 tons.

Dwindling Increase in Capacity

Comparison of the figures for the two 5-year periods farthest apart shows that the increase in the total tractive power of locomotives was almost 60 per cent less, and the increase in the total capacity of freight cars 85 per cent less, in the five years ended with 1921 than in the five years ended with 1907. Probably these statistics afford as good a measure as could be given of the decline in the expansion of the railroads which has occurred.

The decline in the amount and capacity of the equipment provided has been accompanied by a corresponding decline in other facilities provided. Construction of new lines, which formerly averaged about 5,000 miles a year, has dwindled until during the last five years more mileage has been abandoned than built. The enlargement of terminals, the construction of second and other additional main tracks, the improvement of stations, have been for years coming nearer and nearer to a standstill.

The fact that a decline in the expansion of the railroads has been occurring has been frequently stated and is generally known. I have given these statistics not so much to show there has been a decline as to make clear how much greater it has been than most people realize.

It should be evident to every well-informed person that the country must have a revival of the expansion of its means of transportation, or its production, commerce, wealth and the well-being of its people will never be able to increase again as in the past. Some advocate the development of other means of transportation, such as inland waterways, upon the theory that needed transportation can be obtained

more economically by other means than by railway development or that adequate development of the railroads has become impossible. In my opinion, it is easily demonstrable that the additional transportation needed can be obtained more economically by increasing the capacity of the railroads than in any other way. Furthermore, I say merely what every experienced railway officer will indorse when I add that if a reasonable amount of new capital can be raised by them, the capacity of our railroads can be increased just as easily and rapidly in future as it formerly was.

Unwise Regulation Wrecked Railroads

What is it that has caused this great and menacing decline in railway development? What must be done to revive their expansion? From time to time it is suggested that regulation should be abolished and the managements of the railroads given the same freedom of action as those of other concerns. I believe the railroads, because of their character and fundamental importance to all other business, should be operated under the supervision of agencies controlled by the public. But while I am a firm believer in the principle of regulation, I also believe that government regulation as it has been practiced for fifteen years is almost wholly responsible for the decline of railway development and for the existing shortage of transportation. For ten years before the war, regulation kept down the rates and reduced the net return of the railroads, although wages, prices and the returns earned in other lines of business were increasing. The policy of regulation was dictated chiefly by those who charged that the railroads were enormously over-capitalized and who argued that because they render an essential public service the net return they are allowed to earn should be especially restricted. Persons who had money to invest more and more avoided the railroads. The market value of their securities declined, and with it the capital they could raise to expand their facilities. After the country entered the war they were unable satisfactorily to meet the demands. When the government, after operating them two years, returned them to their owners, without having substantially enlarged their facilities, their expenses had been increased so much more than their rates and earnings that they were incur-

ring a large deficit, and the prices of their securities had sunk to new low levels.

When legislation for the return of the railroads to private operation was being considered by Congress there prevailed a strong public sentiment against government operation and in favor of the adoption of less repressive and more constructive regulation. Congress provided in the Transportation Act that the Interstate Commerce Commission should have authority to set aside rates made by state authorities which were discriminatory against interstate commerce or unreasonably unremunerative; that it should make a tentative valuation of the railroads and so fix the rates on this valuation as to enable the carriers, under economical and efficient management, to provide adequate transportation; and that for two years it should take $5\frac{1}{2}$ per cent upon the valuation as its measure of a fair return and might in its discretion allow $\frac{1}{2}$ of 1 per cent more to be earned.

Never Earned 6 Per Cent Return

The commission in 1920 granted advances in rates which it believed would be sufficient to cover the increases in operating expenses which had occurred and to enable the railroads to earn a return of 6 per cent upon the tentative valuation of \$18,900,000,000 made by it. But the country was just entering a period of business recession and depression. Railway traffic declined to the lowest level since 1915. In spite of the most drastic retrenchments, instead of 6 per cent the railroads earned and received in 1921 only $3\frac{1}{2}$ per cent—an amount barely equal to their fixed charges. Although a large part of the railroads were threatened with bankruptcy, there was raised throughout the country a demand for a general reduction of freight rates. Farmers, business men, politicians, all joined in it. Reductions of rates being manifestly impossible without reductions of wages, and the cost of living and wages in other industries having declined, the railroads applied to the Railroad Labor Board for general reductions of wages.

Thus for months, while the managements of the railroads were struggling desperately to reduce current expenses and even deferring maintenance work that needed to be done, controversies over both rates and wages raged at the same time. Among the results were large increases in the

(Continued on page 104)

Leader of the Railway Executives Is Dead

Thomas DeWitt Cuyler Was a Director of the Pennsylvania and Prominent in Policies of Management

THOMAS DEWITT CUYLER, director of the Pennsylvania Railroad Company and chairman of the Association of Railway Executives, was found dead November 2 in the office car of President Rea of the Pennsylvania in Broad Street Station, Philadelphia.

Mr. Cuyler was in Rochester, N. Y., the day before and was apparently in good health.

The office car arrived at Broad Street Station early November 2 and was placed on a side track. According to instructions, a porter called Mr. Cuyler at 8 a. m. He received no response and, becoming alarmed, summoned an attendant and a physician. The doctor pronounced Mr. Cuyler dead. Mr. Cuyler had been dead a little more than an hour, according to the opinion of the physician. Apoplexy was the exact cause of death, a number of physicians who later examined the body stated.

Mr. Cuyler's death came as a great shock to all the officials of the company. So far as is known, he had not complained of illness. He left Philadelphia October 31 for Rochester, where he spoke on "A Constructive Public Policy Toward the Railroads."

The body was taken to the Cuyler home at Haverford, a suburb. Mr. Cuyler is survived by his wife and four daughters.

A Leader Among Executives

Mr. Cuyler was a lawyer, but most of his time was taken up with railway and financial affairs. He came prominently before the country in the recent railway shop strike by virtue of his position as chairman of the railway executives. He took a firm stand against some of the demands of the strikers, especially that relating to seniority.

Mr. Cuyler was born in Philadelphia and was 68 years old. He was the son of the late Theodore Cuyler, at one time general counsel of the Pennsylvania Railroad. He was graduated from Yale in 1874 and was admitted to the bar in Philadelphia in 1876. He engaged in the general practice of law, making corporation law a specialty. Mr. Cuyler was counsel for many large financial and railway corporations in Pennsylvania and other states and was engaged in



Thomas DeWitt Cuyler

many of the most complicated and important railway reorganizations of the last twenty-five years.

Mr. Cuyler was elected a director of the Pennsylvania Railroad in 1899. He was also a director of the New York, New Haven & Hartford Railroad and the Santa Fe System and was on the directorate of many local organizations and financial institutions.

Retired With Rank of Colonel

Mr. Cuyler took an interest in military matters. He enlisted in the national guard of Pennsylvania in 1874, rose to the rank of judge-advocate general of the state and was on the retired roll of officers with the rank of colonel.

Mr. Cuyler was a member of many clubs in Philadelphia and also of the Union, Century, University and Lawyers' of New York, the Buffalo Club and the Chicago Club. He was also interested in music and was a director of the Metropolitan Opera Company of New York and of a similar organization in Philadelphia.

There are a lot of 8-hour men with 16-hour wives who ought to unionize their homes.—*The Watchman*.

Taming the Mississippi River's Floods

*Government Engineers Guide Current Near Our
Lines, Revetting Banks and Standardizing Levees*

The material for the following article was collected by the author on an inspection trip over the Third District of the Mississippi River Commission. In the party making the inspection trip were: Major R. P. Howell, officer in charge, Vicksburg; A. M. Todd, United States assistant engineer, Vicksburg; J. S. Allen, chief engineer, Lower Yazoo Levee District, Greenville; George C. Thomas, superintendent, United States Quarry, Searcy, Ark.; M. G. Morgan, district engineer, Yazoo & Mississippi Valley Railroad, Memphis, and Mr. Crowson.

By GEORGE M. CROWSON,
Editor, Illinois Central Magazine

THE most significant fact in connection with the 1922 high water in the valley of the Mississippi River between Rosedale and Vicksburg, Miss., is not that all previous high water records were broken, but that, with a higher stage in the river than ever before, there was not a single crevasse in the solid lines of levees which flank the river.

This is the view of Major R. P. Howell, Corps of Engineers, United States Army, officer in charge of the Third District of the Mississippi River Commission. The district extends from a point above Rosedale on the north to a point immediately south of Vicksburg. At Arkansas City the 1922



Members of the party, near Greenville. Left to right: Mr. Todd, Mr. Thomas, Mr. Morgan, Major Howell and Mr. Allen. Photograph taken by the author.

water was 1.8 feet higher on the Government gauge than in the previous record year of 1916. At Greenville the highest stage exceeded the 1916 stage by 1.5 feet. At Lake Providence the highest stage of the river was .7 foot above the 1916 record, and at Vicksburg the 1916 record was exceeded by .9 foot. At every point in the district a new record was established this year. And yet, despite the height of the water, there was not a single disastrous break in the levees.

A Busy Sector Last Spring

Readers of the *Illinois Central Magazine* will recall some description that was given last spring of the high water fight. In the Third District there was little sleep for the forces of the Government, the levee districts on each side of the river, and the Yazoo & Mississippi Valley Railroad, of the



Riverton Landing, near Rosedale, Miss., in October, 1921. The caving bank threatened to cut under the store and take it into the river. This stretch has now been revetted.

Illinois Central System, which co-operated with the Government and the representatives of the levee districts. The angry old river tore off the end of Ashbrook Neck dike, which protects the neck of one of the three tortuous bends in the river above Greenville, and the story of the fight to hold the dike by sand-bagging is itself a thrilling story. There was a slide in the levee on the Arkansas side, near Fulton, and the flood fighters stopped it and held it safely, preventing the overflow of many miles of rich river bottom land. Numerous other crises developed, but in every instance the levees held.

Major Howell believes this record is a vindication of the work which is going on to control this most capricious of rivers. In the district over which he has jurisdiction approximately three-fourths of all the levees have now been brought to the grade and design specified by the Mississippi River Commission—the grade being three feet above the high water mark of 1912. It is Major Howell's belief that when the project is completed—when all the levees have been brought to Commission grade and section, when dangerous bends are protected by revetment of the banks, and dikes have been constructed to protect the necks within the bends from cutting through in flood stages—the fertile Mississippi Delta country will be forever assured against the most dangerous of floods. The flood control work will not be ended, for maintenance work will be necessary from time to time to maintain the effectiveness of the system, but the lowlands on the Mississippi side to the left, downstream, and on the Arkansas and Louisiana side to the right will be safe from the angry waters.

No more interesting story could be written than the story of the fight that has been made to hold the Mississippi River within its





Floating derrick transferring willow brush from log wagons, hauled by tractors, to barge, to be floated to site of bank revetment construction.

channel. It is a fight which began with the first settlers in the Delta country.

River Not Always Pleasant

The rich Delta country between Memphis and Vicksburg has been formed by the deposit of the richest sediment the river and its tributaries could find in their northern valleys. Ages ago the river began building the Mississippi Delta country, and for many centuries it held it, hidden by a wilderness of forest, awaiting the time when it should be discovered and claimed by those who could see its farming possibilities. As the settlement of the Delta country progressed, it was found that the kindly old river that had so graciously presented the settlers with the most fertile soil in the world had an unpleasant phase to her character. Periodically she rose out of her banks, swept everything before her, carving out new channels and cutting off

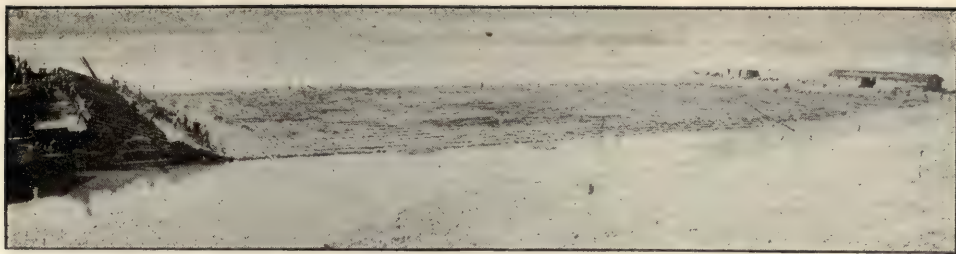
old, and fell again, leaving destruction in the wake of her waters.

The fight began with the efforts of individual planters to protect their homes. The first levees were crude lines of embankments, erected by the labor of negro slaves, each protecting the individual property to which it belonged. Only in a few cases were these levees connected with each other.

Time soon developed the weakness of the failure to co-operate, and levee districts composed of adjacent properties were the outgrowth of the agitation for a co-operative fight against the river. Then the Government stepped in, with its vast resources, joining the fight and putting up a share of the money for levee construction, in addition to bearing the whole cost of bank revetment and other channel control work. The Lower Yazoo Levee District, which, on the Mississippi side, corresponds closely to



Beginning the construction of willow mat to be used in repairing bank revetment at Cottonwood, Miss., season of 1921. Showing the method of handling willow brush from barge by locomotive crane.



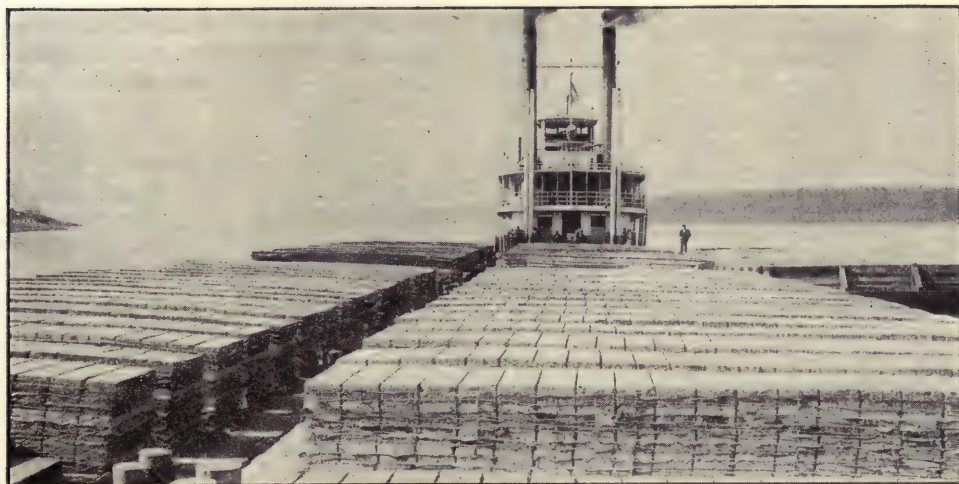
Construction of willow mat in progress, Princeton, Miss., season of 1921. The mat as shown is 250 feet wide and 500 feet long. It was completed to a length of 1,000 feet. Upper bank has been graded. A connecting mat fills the "pocket" remaining between the mat and the low water line.

the Third District of the Mississippi River Commission, now contains 185 miles of continuous levees, 74 per cent of which have been brought to Commission grade and section. The corresponding district on the Arkansas-Louisiana side, the Upper Tensas Levee District, has a continuous stretch of 241 miles of levees, 176 miles of which are on the Mississippi River and 65 miles on

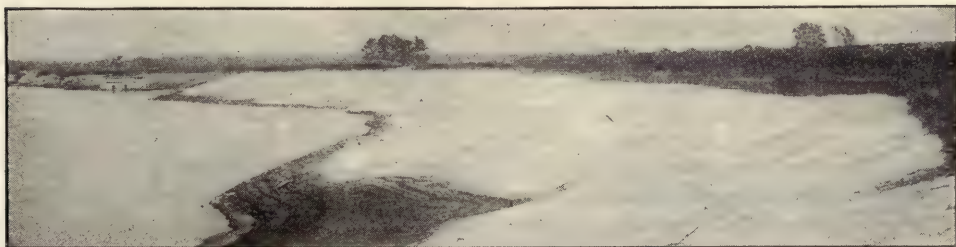
the Arkansas River. Of these, 75 per cent have been brought to Commission grade and section.

Helping Her Do What She Wants to Do

The lines which have been followed in the flood control work are well put by Cap'n Jim Marsh, a veteran river steamboatman, now the pilot of the United States Steamer *Control*, used for inspection trips and sur-



United States Towboat Issaquena, with tow of 100,000 square feet of reinforced concrete mat units and 500 tons of gravel. Concrete mat units have proved effective in paving upper bank in revetment work.



Completed bank revetment at Cottonwood, Miss. In the distance a hydraulic grader is preparing for an extension of revetment upstream, season of 1921.

veys of the Third District. Cap'n Jim, speaking of the obstinacy of the steamer which he pilots up and down the river, announces this as his controlling policy:

"I just find out what she wants to do, and then help her do it."

The flood control fight is a lot like Cap'n Jim's policy of piloting the Steamer *Control*. The engineers study the river to find out what she wants to do, and then, if possible, they help her do it. Sometimes she doesn't want to do what the engineers think it best for her to do, and then the fight is on.

A. M. Todd, United States assistant engineer in the Third District, and principal assistant to Major Howell, has been identified with the river fight for more than a quarter of a century. Since 1884 he has studied the river and her ways, and, take it from Captain Todd, it's a man's size job to keep the old river from doing what she starts out to do.

"There are twenty-five hours in the river's day, instead of twenty-four, and she is on the job at least three hundred and seventy-five days in the year," Captain Todd said. "Day and night she grinds away. She knows no union rules, and she never sleeps. We who have studied her for years love the old river—I guess we love her because of her very obstinacy—but when we make up our minds to make her behave, we have a real job on our hands."

Of first importance in the work of controlling the river, of course, are the construction and maintenance of levee lines. In that department of the work there has been wonderful advancement in the generation in which the fight has been carried on with a united front. Levees were formerly built exclusively by the labor of men and teams. Now machines do the major part of the work. Sometimes when a certain project is too large for the machines available to carry through to completion in a single season, teams are used. But the building of levees by hand has gone, considering the work as a whole.

This account is accompanied by the reproduction of a map which shows the levee lines flanking the river on either side in the Third District of the Mississippi River Commission, and a photograph of one of the latest types of levee-building machines also is reproduced. In addition to auxiliary machines, the Third District employs nine slack cable tower levee-building machines and two revolving type drag line

machines. These machines can place 75,000 cubic yards of dirt per month, and one has a record, operated by a single shift, of moving 100,000 cubic yards a month. The record for the machine operated by a double shift is 180,000 cubic yards in a single month.

One of the most important pieces of levee work going on this season is at Dennis, Miss., in the loop above Rosedale, at the northern end of the Third District. This project calls for the placement of 740,000 cubic yards of dirt. Four hundred thousand cubic yards are being placed by machinery; the balance, because of the shortness of the season, is being handled by teams. The new levee is made necessary by a further caving in of the bank which, while it has been arrested by bank revetment work, threatens to break the levee line.

Bringing Up Levees to the Standard

At Stopper Landing, Miss., which is between the stations of Benoit and Lamont, Miss., on the Yazoo & Mississippi Valley Railroad, an important stretch of levee is this season being brought to Commission grade and section, eliminating the danger in that section.

Another important point in levee work is the territory on the Arkansas side where the Fulton slide occurred in the 1922 high water, and which has already been mentioned. This point is immediately south of Arkansas City. The stretch of levee there is being brought to Commission grade and section.

Further important work is in progress at other points, on both sides of the river.

The second major phase of the flood control work is the protection of caving banks which threaten to break important levee lines. Perhaps the three most crucial points on the river in that respect are at Ashbrook Neck, already mentioned, where the river follows a channel nine miles long to travel about half a mile; at Grand Lake, on the Arkansas side, where further caving of the bank would break a levee line and force the river into the channel of Grand Lake, an old bed of the river, and at Fittler Bend, on the Mississippi side, where a break in the levee adjacent to the caving bank would let the river into Steele's Bayou and probably would change the whole course of the river between that point and Vicksburg.

If it were not for the necessity of main-



One of the types of machines used in levee construction on the Mississippi River—the revolving drag-line, Unit No. M.R.C. B-7. A stretch of completed levee enlargement also is shown.

taining the levees, it might be more convenient, and certainly less expensive, to let the river follow her own pleasures. But levee construction is costly, and frequently, such as in these cases, it is worth while to arrest the caving of the river banks.

How Revetment Work Is Carried On

There are two distinct phases in all revetment work on the river. (Revetment comes from the French word meaning a re-clothing.) In the first place, strong mats are built of willow shrubs, between 100 and 250 feet wide, and as long as the stretch to be revetted, and are sunk below the low water surface. This holds the lower bank for the superstructure of paving. Above the lower water line the banks, which have been graded down by the hydraulic method to a 4-to-1 slope, are covered with a superstructure of paving. In recent years reinforced concrete blocks have been used for this work and have proved successful.

No new revetment projects are under construction this summer in the Third District. The work consists exclusively of the repairing and enlargement of existing projects. Eighty per cent of the revetment work that was in effect last spring held the rush of high water and did not crumble with the recession of the floods.

Three willow mat building outfits are in use this season in the Third District and one concrete paving outfit. Pictures showing the progress of the revetment work accompany this article.

But, while machinery has been drafted into the fight against the river, the wily,

crafty old river smilingly goes her way. Sometimes she completely outguesses the engineers who have studied her for years, and almost overnight she cuts through a sandbar which she has spent years in building and tears away angrily at a section of bank that was believed to be out of danger.

It's a game of chess with the fighters. Certainly great progress has been made in penning the stream into a stable channel, but the river isn't going to submit to a "checkmate" tamely.

A MAN'S CREDIT RATING

"Nothing, in my opinion," a great banker once told me, "injures a man's credit rating more than having a reputation as a liar. Every banker is gun-shy of liars. We had a certain man come into our bank one day seeking a loan, and his account promised to be of such consequence that he appeared to be well worth while as a customer. He submitted a proposition which investigation proved to contain several ingeniously hidden bits of misrepresentation. These were brought to his attention, and he promptly agreed to remedy any defects in the proposed negotiation. But we did not enter into any deal with him. We did not wish to have him as a customer. You see, he had tried to fool us and failed that time, but sooner or later he would fool us."—*Nation's Business*.

A great many people fail because they're so dead sure they are going to. It would be a shame to disappoint them.—*The Watchman*.

Dynamiting Mosquitoes at Carbondale, Ill.

*Successful Fight Against Malaria Is Waged
by Draining the Swamps in That Vicinity*

For the 1921 season Carbondale, Ill., had 267 cases of malaria; for the 1922 season it had 32. The reason for this improvement, in which the Illinois Central System took an important part, is shown in the following article on "Shooting Mosquitoes With Dynamite," which has been prepared by our hospital department.

YEARS ago it was the custom to reach out and slap a mosquito when it made its presence manifest by biting. This was the retail method of mosquito annihilation, and it sufficed for those more primitive times. Today, with the tremendous speeding up of all activities which characterizes present-day civilization and advancement, the mosquito is being destroyed by being blown up with dynamite, millions thus being killed at one stroke. This is the wholesale method of mosquito destruction, and it is warranted by the tremendous economic losses occasioned by malaria. Work of this sort is in progress near Carbondale, Ill., headquarters of our St. Louis division.

Malaria originally meant a disease caused by breathing "bad air," but recent research has proved that the humble mosquito is the sole and active cause. A study of the mosquito reveals the fact that its breeding place generally is wet, marshy ground and pools of water in which the female mosquito



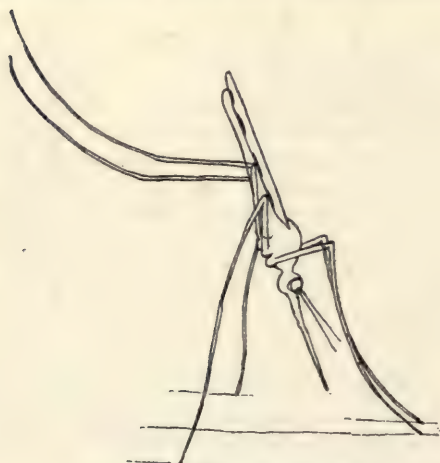
can lay the eggs. An accompanying illustration issued by the Essex County Mosquito Extermination Commission of New Jersey tells the story.

There are several varieties of mosquitoes, but only one of them carries malaria, and only the female of this species is the active agent. This variety is easily recognized by the peculiar position which it maintains when at rest, standing virtually "on its head," as an accompanying drawing illustrates.

Any enlarged drawing of the boring apparatus of the mosquito shows perfectly how this pest draws blood from its victim, at the same time inoculating the person bitten with the germs of malaria.

Four Ways to Fight Mosquitoes

Do not think that mosquitoes breed only in marshy ground. This furnishes breed-



The cause of malaria

Now as to means of prevention against mosquitoes. Four methods have stood the test of time and have been found effective. They are: Screening, oiling, fishing and draining. Screening is a method known to all, but is often carelessly done, the mesh being sometimes too large to prevent entrance of the mosquito and the frame work of the screen often being loosely fitted in the window or door. Oiling is done on the surface of pools where the mosquito breeds, and it kills the pest effectually by stopping up with oil the breathing apparatus when the mosquito larvae come to the surface for air. Fishing is done by introducing the top minnow into the pool or body of water where mosquito breeding is going on, and the fish eats the immature mosquito. Draining is performed by emptying out the water from the pool. It includes anything from the simple spilling out of water contained in an old tin can to the emptying of the surface water covering several acres of marsh land by ditching.

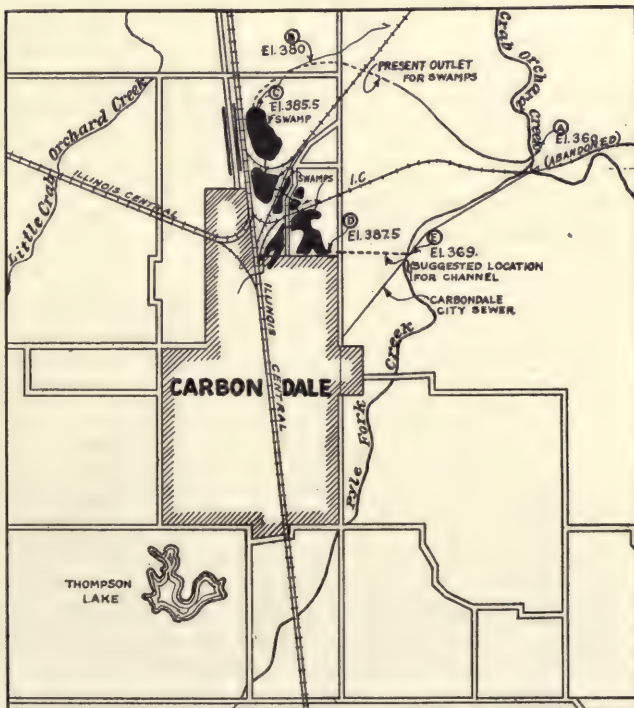
This may seem to the uninitiated observer as going to considerable trouble for such a small thing as the mosquito, but when the economic value of these measures is considered the wonderment is only as to why it had not been undertaken before. When Dr. L. O. Howard made the assertion that malaria cost the United States \$100,000,000 annually (and he is the Government entomologist and knows whereof he speaks), it was thought that the statement was considerably exaggerated; but the United States Public Health Service has since proved that the figures were 45 per cent too small. Let us take one state, give figures covering the economic loss from malaria and see what it comes to. For every death from malaria there are

127 deaths, each life valued at \$3,000.....	\$ 381,000
127 funerals at \$100 each.....	12,700
25,400 cases with wage loss at \$150 each.....	3,810,000
25,400 cases, medicines and doctor bills at \$10.....	254,000

These figures are from a bulletin of the Illinois Department of Public Health.

Just look at the figures a moment and then let your mind dwell on the fact that all this loss is preventable; that, by the adoption of preventive measures which are now worked out and practiced in all civilized countries, this economic loss can be entirely done away with. This, however, can be done only by the co-operation of all the people, who must be brought to an understanding of the causes and prevention of malaria. For every dollar spent, one hundred will be saved, this amount to be expended in a community healthier and happier for the absence of disease.

No better example of such a campaign



Mosquito breeding places at Carbondale

could be given than that now being carried on at Carbondale.

This community of more than six thousand persons is in southern Illinois, on the Illinois Central, some three hundred miles south of Chicago. It is a meeting point for lines from St. Louis on the west and Paducah on the south, the main line running through the town south to Cairo.

Public spirited physicians of Carbondale reported the presence of malaria year after year, the cases numbering two to three hundred each year and occasioning death and absence from business among the citizenry. The matter was taken up with the state board of health, and Dr. Herbert Rawlings, director of state public health, sent the supervisor of state surveys, Engineer A. F. Dappert, to Carbondale for an extended survey of the conditions reported. The Government health service also sent Doctor Koogle for the same purpose. About this time Dr. W. A. Evans, chairman of the state board of public health advisors, was called in consultation with Doctor Rawlings, and a campaign of mosquito extermination was decided upon.

Meetings were held in Carbondale for the propagation and extension of anti-malarial measures, the Lions Club taking an active share in the work, as well as the Boy Scouts and other organizations.

It was decided to raise money for the campaign against mosquitoes, and further meetings were held, participated in by the state health authorities, the advisory board for the state, representatives from the International Health Board, the United States Public Health Service, the Illinois Central System and the physicians and citizenry of Carbondale.

Two major points for mosquito breeding were reported and a number of minor points. The map given herewith shows the general plan of the land in and around Carbondale and the two major points reported, the swamps to the north and Thompson Lake to the south.

Cleaned Up All Breeding Places

The town immediately started to clean up its standing water in cisterns, rain barrels, cans, pools and ditches, and a party of Illinois Central engineers was sent to make a survey of the swamps to the north of Carbondale, not far from the shops and roundhouse.

Thompson Lake was cleaned of its grass

and obstructed edges, cisterns were fished, Boy Scouts looked out for rain barrels and small pools as well as cans, ditches were cleaned and widened to promote the flow of water, and the campaign was considered well under way.

When it was decided that the swamps should be drained by ditching extending to the north, ways and methods of carrying on such ditching were considered. In consultation with the Government health service, state engineers and the Du Pont de Nemours Powder Company, the use of dynamite was decided upon by the Illinois Central engineers.

This plan was found to be adaptable to swamp conditions as met with in this region. W. B. Alford of the Du Pont company supervised the dynamite ditching and was present throughout the operations carried on by our engineers. As an example of the ground encountered and the results attained by exploding dynamite, two pictures are given herewith; these show clearly the character of the swampy soil, overgrown with rank reeds and cat-tails and covered by water, a place where hand labor would have worked with difficulty and where ditching machinery would have been impossible.

How the Dynamite Is Handled

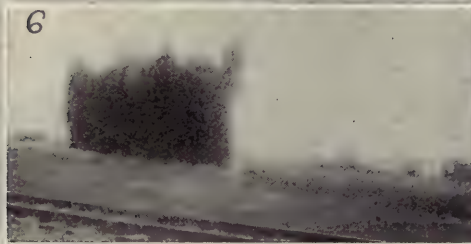
The process of ditching by dynamite is of interest. In the first place, there is an impression that dynamite is used only to loosen the dirt ahead of a shovel. While this is true when it is used in small amounts, its use in larger amounts properly placed is directly productive of a completed ditch (all dirt removed), with sloping sides and sufficient depth to carry off all water from the surface to be drained.

The dynamite is planted in holes twelve to fifteen inches deep made by a cross-handled punch bar, the stick of dynamite being pushed into place with a wooden handle or rod and the hole tamped with water. These holes are placed fourteen to eighteen inches apart and along the line of the proposed ditch for a distance of several hundred feet, depending upon the character of the soil to be blasted. It is interesting to note that in some ditching done near Albany, Ga., it took five men three weeks to dig by hand a ditch which could have been done by dynamite in eight hours.

When the charges are placed, one stick of dynamite somewhere near the center of



Dynamiting Mosquitoes Carbondale, Ill.



No. 1, before the work started; No. 2, prospecting to set the dynamite; No. 3, making holes for the charges; No. 4, setting the wires; No. 5, setting off the charge; No. 6 and No. 7, views of the explosions; No. 8, the result, the completed ditch.

the line is capped and wired to connection with a battery or blasting machine. The wires are of sufficient length to allow the operator to retire to a safe distance. The entire charge is fired by propagation—that is, the force of the explosion in the one stick which is capped and connected to the blasting machine is sufficient to set off the entire line simultaneously, several hundred feet of charges being exploded and the same number of feet of ditching thus made.

When all is in readiness and all workers are in safe positions, the handle of the blasting machine is shoved home and a mighty convulsion shakes the ground, sending great fragments of dirt and mud three and four hundred feet in the air. When the smoke and dirt have cleared away, there lies a perfect ditch of the planned depth and width and ready to perform its work of draining away the breeding place of mankind's enemy, the mosquito. Pictures given herewith show very nicely the force of the explosion and the height to which fragments of dirt and mud are carried, the pictures having been taken on the scene of the Carbondale marshes by Engineer Dappert.

Fine Results of Carbondale Campaign

In a personal survey of the Carbondale marsh area recently made, the writer found

dry ground and drier reeds and cat-tails over almost the entire area, the ditching having proved effectual in draining off the water which formerly covered this ground to the depth of from one and one-half to three feet. A great work has been accomplished, and this statement is well proved by the following figures:

Number of cases of malaria in 1921.....	267
Number of cases in 1922.....	32

The pictures show the results of the ditching as done by dynamite, attention being called to the well-defined edges and freedom from vegetation.

The cost of upkeep of these ditches will be small, but it must be attended to, as the tendency will be for the territory to be overgrown with vegetation and the ditches to be filled from silt deposit, the latter factor being largely dependent upon the rainfall and flood water.

It is rare now for mosquitoes to be seen in Carbondale. Considering the figures showing the reduction in the number of cases of malaria, it is fair to assume that the next mosquito season will show a complete obliteration of malaria in the city.

Acknowledgment to Mr. Dappert and the Du Pont Powder Company is here made for illustrations which appear in connection with this article.



Before and after explosion of dynamite in swamp

A New Wrinkle in Sport in Mississippi

*John Borden of Glenwild Plantation, Near Grenada,
Introduces Polo as Attraction of the District Fair*

THIS is the kind of sport news they have been reading lately in North Mississippi:

"Glenwild started the game in business-like fashion with a neat combination that took the ball from the throw-in right into the Grasmere territory. Borden passed the ball over to Blair, and the latter socked it through for the first score. Within a minute of the start Grasmere got away for a couple of futile rushes which Rader intercepted and sent the ball up to Rodes. Pete sent it along to Borden, who took a healthy swing, and the ball shot like a bullet clear through the opposing team for a third of the length of the field for the second goal."

What do you make of it? It is neither baseball nor football, yet it is a sport that bids fair eventually to become as popular with Mississippians as either of the others named, judging from the enthusiastic reception it has had.

Polo was the daily feature of the North Mississippi Fair at Grenada October 23 to 27 inclusive. It was said to be the first time that the game had been played in that part of the South. Although few persons understood the rules and finer points, the first contest was enthusiastically received. And interest in the game grew with each succeeding day until nearly everyone in attendance became a polo fan.

Polo Introduced by John Borden

John Borden of Chicago and Glenwild Plantation, near Grenada, was responsible for the introduction of polo at the fair. He



John Borden at polo

is one of the most earnest supporters of that sport in America and is considered to be a player of exceptional ability. Arrangements with contestants and for the games were capably managed by Mr. Borden. He entertained the players and their wives during their stay in Mississippi at his palatial home just south of Grenada. Among those who participated were players from many parts of America and one from England.

The entire center field of the fairgrounds was marked off much like a football field for the polo games. The goals were at each end. Each player had two ponies, and changes were made after the game had progressed long enough for one mount to become tired.

Four teams—Grasmere, Chicago, Onwentsia and Glenwild, the latter representing Mr. Borden's plantation—matched their



A horse race at the North Mississippi Fair

skill at Grenada for the championship of Mississippi. The first contest was between Grasmere, champion of the Midwest, and Onwentsia. The former team was an easy winner. The second game, between Chicago and Glenwild, was won by the latter. On the third day of the fair, a consolation game was played between the two losing teams, Onwentsia and Chicago, and the players from the Windy City were victorious.

How Polo Is Played

In playing polo, both teams (four men composing each) assemble in the center of the field at the start of the game. A small white ball is thrown in their midst, and the game is on. After a short scrimmage for the possession of the ball, the white sphere can usually be seen to bounce out from among the ponies' feet, and the players wheel about in its wake. The long-handled mallets are wielded forcefully but never carelessly, for there were thirty-two legs of valuable ponies that might be in-



The champion Glenwild team

jured. The players strive to drive the ball free from the other contestants and then make a mad dash with it for the goal. When this is impossible, an effort is made to drive the ball to a teammate who is free from the other players, so that he can send it bounding over the open field to the goal.

The ponies seem to know almost as much



Scenes of action in closing polo game at Grenada



Prize-winning Grenada County exhibit at North Mississippi Fair

about the game as their riders. They swerve, turn and stop suddenly at only slight commands from the players, and they would run until they dropped if they were not allowed to rest the alternate periods of the game while fresh mounts are used.

After a goal is made, the ball is brought back to the center of the field, and the play starts again.

Glenwild Won the Championship

The game that held the interest of the people was played at the close of the fourth day of the fair. Grasmere was determined to extend its championship domain farther south, and Glenwild bristled with anger at the intruder. By this time most of the crowd understood the game, and it was estimated that 12,000 spectators attended the fair that day. Although the polo game was the last thing on the program, no seats were left vacant after the last race had been run. Glenwild was the favorite, and the support it received from the grandstands was sufficient to instill the fighting spirit that wins in any game. Glenwild won by a score of 7 to 4 after one of the most brilliant polo games of which there is record. Mr. Borden played the best game of his career. He was in nearly every play and drove like a demon. One of his masterful strokes sent the ball more than 100 yards for a goal, while he sent through another from an extremely difficult angle.

The Glenwild team was presented with a championship cup by the North Mississippi Fair Association, and the Chicago team was presented with a consolation cup by the Glenwild Plantation.

Polo has apparently become an important sport in the minds of the people who saw the contests at Grenada, and it is expected to add impetus to horse raising there.

The average daily attendance at the fair this year was more than 9,000, it was estimated. The exhibits were more numerous than before and of an especially high quality. The Grenada County agricultural exhibit won first prize.

DON'T CHANGE TOO FAST

There are a great many things wrong with the world, and a lot of clever people are having the time of their lives telling you so. But in the course of two or three thousand years the world has achieved some big things, and we ought to go mighty slow about scrapping them. The idea that everything which Americans thought worth while twenty years ago is rotten to the core may prove to be more of a fad than of a permanent state of mind. It is worth while for some men to stand on guard and make the people who want to "sell" us their ready-made millenniums prove that what they offer is better than what we've got.—
The Weekly Review.

Progress in Our Terminal Electrification

Choice Is Made of Current to Be Used on Chicago Work; Some Further Details of the Plan

The Railway Age, after consultation with the Chicago Terminal Improvement department of the Illinois Central, printed in its issue of October 21 the following comprehensive and non-technical summary of the conclusions reached regarding the electrification of the Illinois Central's lines in and around Chicago:

THE proposed electrification of the Chicago terminals of the Illinois Central, involving heavy suburban traffic, freight transfers and interchanges, yard switching, and later the operation of through passenger trains, wholly within a terminal area, is a combination that has not been met heretofore in electrification problems. Considering the wide variation in the fundamental features of various important electrifications the final decision of the Illinois Central to use a 1,500-volt direct current with the overhead contact system, as announced in the *Railway Age* of October 7, after an extended investigation which has been characterized by its thoroughness, is highly important.

Territory Involved in Electrification

In addition to its own trains the Illinois Central handles with its locomotives all of the passenger and freight traffic of the Cleveland, Cincinnati, Chicago & St. Louis from Kankakee, Ill., to Chicago, a distance of fifty-four miles. The Michigan Central also has trackage rights over the Illinois Central from Kensington into the city by means of which it handles its trains into Chicago with its own power, although its freight house is located on the Illinois Central tracks and other facilities, including the main passenger terminal at Roosevelt Road, are owned by the Illinois Central. In addition to these trains the Illinois Central also handles five northbound and six southbound passenger trains of the Chicago, Lake Shore & South Bend between Kensington and the Randolph Street terminal. The St. Charles Air Line, running west from a connection with the Illinois Central at 16th Street, over which the Illinois Central operates west to Omaha, is not included in the electrification program.

According to the city ordinance covering

this project, all suburban trains on lines to the south are to be operated electrically by 1927, the freight service north of East Roosevelt Road must be electrified by 1930 and the entire freight service within the city limits by 1935. The through passenger service within the city limits may, with certain provisions, be operated electrically by 1940.

The electrification for suburban service will include all suburban tracks between the suburban terminal at Randolph Street and 16th Street; six tracks from 16th Street to 47th Street; four tracks from 47th Street to 67th; three tracks from 67th Street to Kensington; and two tracks from Kensington to Harvey; the branch from Kensington to Blue Island; two tracks from Harvey to Matteson, which may also be used for steam passenger service; and two tracks from 67th Street to South Chicago. The route mileage involved is: Chicago to Matteson, twenty-eight miles; South Chicago branch, four and

How to Save Carbon Paper

The question of caring for carbon paper has been one that has given us considerable trouble. The system in use in the office here for some time had been to shake the carbon out of the waybill, freight bill, etc., gathering and placing it in a large drawer for that purpose. It was removed from this drawer by the office boy for use in stuffing forms for the following day.

This system was not satisfactory, inasmuch as the carbon sheets frequently became mashed together, out of all shape and practically worthless. To correct this trouble and preserve the carbon, the suggestion was made that a large clothes hamper be placed at the bill desk and, in removing the carbon sheets from waybills, expense bills, etc., that they be shaken into this large hamper. This was done, and the improved condition of the used carbon has been very noticeable.

The large hamper cost \$2.50. We believe that the saving in carbon will amount to more than this each month.
—BEN HERRING, Agent, Birmingham, Ala.

one-half miles, and the Blue Island branch, four and four-tenths miles, with a total of approximately 125 track miles.

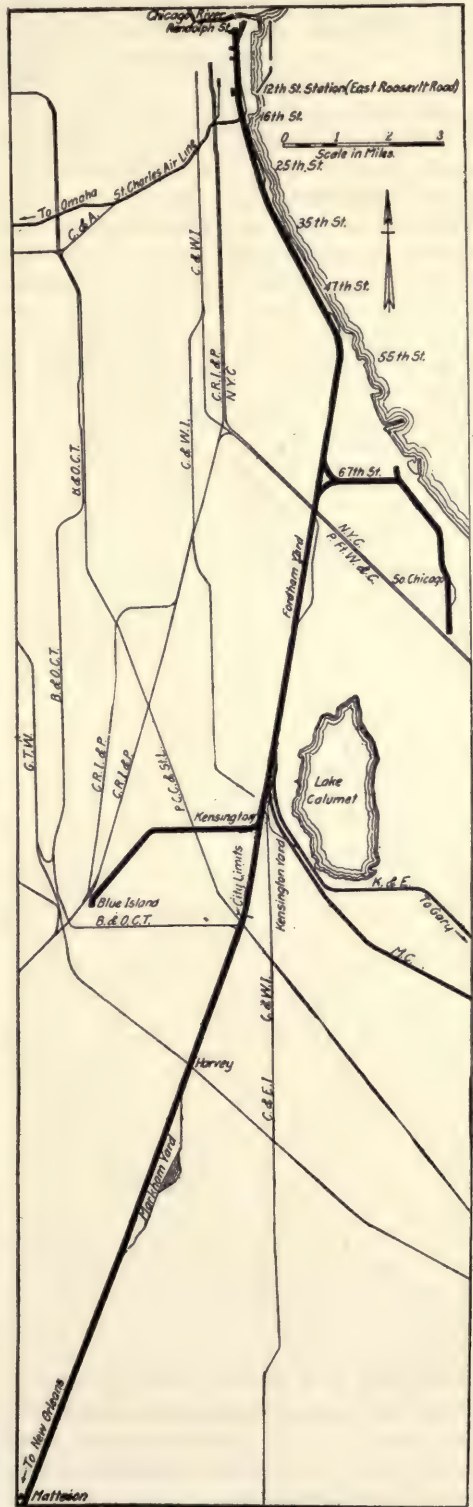
As early as 1881 the Illinois Central operated forty-four trains daily in suburban service between the old Central Station, then located at Randolph Street, and Grand Crossing, near 78th Street, a distance of eight and one-half miles, while fifteen of these trains were run on to Kensington, six and one-half miles farther, which was then the limit of the suburban zone. During the World's Fair in 1893, extensive suburban service was installed to handle the heavy traffic to and from the fair grounds, which were located adjacent to the Illinois Central tracks between 56th and 67th streets. With the rapid growth of population in the area served, the Illinois Central has continued to show a steady increase in business, the approximate number of revenue passengers handled each year since 1905 being given in the following table:

1905.....	13,100,000	1915.....	13,150,000
1906.....	13,800,000	1916.....	14,100,000
1907.....	13,600,000	1917.....	13,700,000
1908.....	11,950,000	1918.....	12,850,000
1909.....	12,150,000	1919.....	15,250,000
1910.....	13,750,000	1920.....	19,000,000
1911.....	13,335,000	1921.....	19,800,000
1912.....	13,750,000	1922.....	21,000,000
1913.....	13,550,000		—or more
1914.....	12,750,000		

It is important to note that these figures do not include the non-revenue employe traffic amounting to more than 3,000,000 passengers for 1921, or an average of something like 8,900 a day.

Of the some 73,000 passengers carried on ordinary week days, about 42,000 are carried between 6 and 9 o'clock in the morning and between 3 p. m. and 5:30 p. m. A count on a certain day showed 10,714 passengers departing from Randolph Street between 3 p. m. and 5:30 p. m., which together with 7,808 from Van Buren Street made a total of 18,522, or 124 passengers a minute. During fifteen minutes of the peak rush, from 4:30 p. m. to 4:45 p. m., there were 3,800 passengers, or 253 a minute. During the evening rush trains are operated out of Van Buren Street and through the yards on less than a 2-minute headway, the average for the full period of service from 3:30 a. m. to 12:45 p. m. being a train every seven and one-half minutes. The Illinois Central made a special effort to serve the public during the strike on the Chicago surface lines from September 1 to 6, 1922, during which period a record traffic of 157,517 passengers was handled in a single day. So

many of these people have continued to use the Illinois Central that it has been neces-



Lines to be electrified

sary to add ten trains to handle the business to the best advantage. The schedule at this time calls for 370 trains each weekday, with six or seven coaches in a train during the rush hours, and shorter trains at other times throughout the day. The loading and unloading of passengers is expedited considerably by elevating the station platforms at all suburban tracks level with the car platforms.

One factor that has contributed to the success of the Illinois Central suburban service is the separation of the express and local runs between Van Buren and Hyde Park (53d Street). The express trains make this run of five and one-half miles in eleven minutes, while the local trains, making more intermediate stops, require from eighteen to twenty-three minutes. The express trains to South Chicago make eight stops, covering the run of thirteen miles in a minimum of thirty-five minutes. The minimum running time to Matteson, a distance of twenty-nine miles, including eight stops, is fifty-nine minutes; and to Blue Island, eighteen and one-half miles, including eight stops, the minimum running time is forty-five minutes.

These schedules can be shortened by a higher acceleration rate, with the same running speed. A detailed study of the speeds of more than 800 trains showed that fifty miles per hour was the approximate maximum speed of the present steam equipment. While higher speeds were contemplated at first on the new work, estimates showed that added investment in equipment and the greater operating cost that would be required were out of proportion to the benefits derived. It was decided, therefore, to fix the balanced speed of the new electric equipment at fifty miles per hour and provide an acceleration under load of one and one-half miles per second and a braking rate of one and three-fourths miles per second. In other words, while the new equipment may not have a greater maximum speed than some of the present steam trains, it will start so much quicker that the trains will make the runs in considerably less time.

Switching Area Important Consideration

The electrification will include the extensive freight house and track layout just south of the Chicago River and extending south to East Roosevelt Road, which, including the additional electrified tracks just

south of East Roosevelt Road, aggregates forty miles of tracks, most of which are yard tracks. The switching service on all of the industry tracks in the terminal within the city limits will also be handled electrically.

Part of the Fordham Yard at Burnside and part of the Wildwood Yard south of Kensington are to be included in the electrification. At Markham Yard (the general classification yard which is not yet completed) all of the southbound receiving yard as well as enough of the northbound departure yard will be electrified to permit the picking up of northbound trains. Inspection for electric locomotives will be located at Markham Yard and also at a point in the neighborhood of 26th Street.

The ordinance concerning the project provides that nothing in the terms shall prevent other roads not electrically operated from entering the tracks of the Illinois Central south of East Roosevelt Road with steam locomotives for the purpose of interchange, or to prevent the Illinois Central from using steam locomotives for similar interchange of business to and from other lines not electrified until such time as these roads are required to electrify.

Valuable Territory Involved

The extensive track layout between Randolph Street and the Chicago River is located close to the great loop district of Chicago. Freight houses of the Illinois Central and the Cleveland, Cincinnati, Chicago & St. Louis are located in this area. Large coal yards and warehouses of private concerns are also served in this yard. The short haul of coal, fruit, and general merchandise from this yard to the main wholesale and retail districts offers a decided advantage. Ground in this territory is very valuable, and as the present tracks and freight houses cover almost all of the Illinois Central property there is not much room for further development under steam operation. However, with the introduction of electric propulsion it will be possible to house over many of these tracks with vast freight houses, cold storage warehouses for fruit, etc.

As soon as the Markham Yard is completed the main line steam freight service will terminate at this point. Therefore, there will be many through transfer trains to be handled electrically between Markham Yard and the Randolph Street freight

houses. Berry trains, banana specials, etc., will be handled through to Randolph Street intact. As high as 500 cars for the Illinois Central and 200 cars for the Michigan Central have been handled into and out of Randolph Street in one day.

Transfer trains will also be made up in

Markham Yard for delivery to other roads. In addition to the traffic of the Illinois Central that of the Michigan Central and the Big Four must be handled electrically over the terminal territory.

A large amount of track changes, depression and elevation is to be carried out before the actual construction of the electrification can be started. These consist principally of the depression of the tracks between 25th Street and 45th Street and their elevation between 44th Street and 51st Street. In the rearrangement of tracks, some industry tracks will be located on the extreme west side of the right-of-way, next to which all of the suburban tracks will be consolidated. The through passenger tracks will be just east of the suburban tracks and the freight tracks on the east side of the right-of-way. At certain places industry tracks will be served from the east side also.

Electrification to Meet Traffic Requirements

A commission was appointed in December, 1920, to make a thorough investigation of the different systems of electrification available. Practically all of the installations in the United States to date have been made to meet special operating problems in tunnels or on grades. The New York Central tracks in New York were electrified primarily to eliminate the smoke in the Park Avenue tunnel and the electrification covers through and suburban passenger service. This is a low-voltage direct current system with a third rail. The Norfolk & Western 11,000-volt single-phase alternating current electrification is principally for heavy freight service over mountain grades; it uses overhead contact wire. The New York, New Haven & Hartford uses an 11,000-volt single-phase alternating current system and is the only example of an electrification which handles through freight, switching, through passenger and heavy suburban passenger service. However, this installation extends to New Haven, a distance of seventy-two miles. An overhead contact wire is used in this installation. The Chicago, Milwaukee & St. Paul installation is a 3,000-volt direct current system with an overhead contact and handles through passenger and freight, but does not have a dense traffic or suburban services.

Three possible schemes were eliminated early in the study. On account of the extensive yards involved, a search was made

Engineering and Electrification

The report of the electrification commission of the Illinois Central recommending a 1,500-volt direct current with an overhead contact for the electrification of the Chicago terminals should not be construed as a solution for the problem of deciding the voltage for other projects. Many railroads and manufacturers have, no doubt, watched with interest the work of this electrification commission, composed of some of the best qualified men in the country, for a period of more than two years, in hopes that its deliberations would bear fruit in the form of conclusions of wide application to steam railroad electrification.

However, it should be understood that this commission, in the study of various electrifications of America and Europe, and in the preparation of detailed estimates of at least four distinct systems, had no intention of solving electrification problems in general but was concerned solely with the design of a plan of electrification to meet the needs of a particular situation.

In contrast to many other electrification projects, that confronting the Illinois Central is *not* required to meet any special operating necessity but rather represents a concession to the civic development of the city of Chicago. Therefore, the desired benefits of the proposed electrification lie within the city limits. As the Illinois Central lines operate through a comparatively level country and traverse several coal mining districts, reason would indicate that under such conditions steam locomotives will handle the traffic for years to come. Therefore, no consideration was given to the possibility of the electrification's being extended to adjacent divisions.

In conclusion it should be emphasized that the decision of the Illinois Central applies only to a short mileage terminal area handling a heavy suburban business, freight transfers and yard switching. This combination controlled the final decision, and any road confronted with circumstances that vary from this by a single factor must engineer its own investigations.

—*Railway Age*, October 21.

for some sort of a self-contained power unit. The storage battery locomotive had to be eliminated on account of the seemingly prohibitive operating charges. A locomotive embodying some form of the Diesel engine may be developed for freight and through passenger service, but a unit of this sort has not yet been built to meet the requirements of the present project. The 3-phase alternating current system, which requires a double overhead contact system, was eliminated from consideration on account of the complications in construction of the overhead system without any advantages over the single-phase.

Complete estimates of first cost, maintenance and operation were then compiled for the four remaining systems: (1) 750-volt direct current with third rail; (2) 1,500-volt direct current with overhead contact; (3) 3,000-volt direct current with overhead contact; and (4) 11,000-volt alternating current with overhead contact.

The 750-volt system was eliminated because of the extensive freight yard trackage involved where a third-rail was undesirable from a safety standpoint and also on account of the fact that this system would require a heavy and extensive overhead layout to provide continuous contact for switching locomotives on ladder tracks and in complicated yards. Considering the climatic conditions along the lake front it was also feared that snow would drift on the tracks in the depression to such an extent as to interfere with the operation of the third-rail. Moreover, the cost of the 750-volt system did not differ materially from that of some of the other systems considered.

The 3,000-volt system has not been thoroughly developed for multiple unit operation, and its use on the multiple unit system required additional complications not met with in the other systems considered. In converting the high voltage alternating current from the generating station into direct current for a 3,000-volt direct current system it would be necessary to use motor generators, which are more expensive and less efficient than synchronous converters which may be used on a 1,500-volt system. Due also to other causes the first cost and annual cost estimates were higher on the 3,000-volt direct current system.

The investigation, therefore, narrowed down to the 1,500-volt direct current and the 11,000-volt single-phase alternating current

systems. Although satisfactory means of eliminating the inductive interference of an alternating current system with the telegraph and telephone circuits have been devised, it was the opinion of the majority of the commission that the experimentation and the expense involved would be appreciable. At this point consideration was given to the fact that a growth of traffic in the terminal would require more rolling equipment rather than more track mileage and that there was no immediate prospect of the system's being extended to adjacent main line divisions. With this idea in mind it was considered that 1,500-volt direct current equipment, with its lower first cost, was better adapted to the future development of this particular project. In the final analysis between the 11,000-volt alternating current single-phase and the 1,500-volt direct current systems it was decided to adopt the latter.

Suburban Equipment Needed

The electrified suburban trains are to be made up of new all-steel coaches equipped with motors and connections for multiple unit control. Controllers will be located at each end of every car, thus eliminating the switching or turning of any equipment at terminals. None of the old coaches now in service is to be used.

In October, 1921, the Illinois Central placed in service twenty new all-steel suburban coaches which are now operated with steam but in which provisions were made for the electrical equipment to be installed later. These new cars have a seating capacity of eighty-four persons. Therefore, better service can be given with fewer cars than are now used, as the old coaches seat only fifty-six to sixty-five persons. These new cars were described in detail in the *Railway Age* for December 12, 1921. The 220 additional suburban coaches required for the new project will be designed along similar lines.

Eighty to 100-ton switching locomotives will be used in the various yards. On the through transfer between Randolph Street and Markham Yard it is the intention to use two locomotive units coupled. In this service under rated capacity the locomotives will operate at approximately twenty miles per hour.

The Illinois Central, as the owner of its own coal field and an advantageous power house site on the Calumet River near River-

dale, is peculiarly well fitted to build and operate its own power generation station. However, no decision has yet been reached on this point and the power may be purchased from a public utility company.

With the electrification the automatic signaling will be entirely rebuilt as a complete alternating current system. The existing direct current track circuits will be replaced with alternating current apparatus. Impedance bonds will be required at the ends of all circuits to isolate the track sections for the alternating current and to provide a continuation of the return propulsion circuit. The inclosed disc type of signals now used will be replaced with 3-color type light signals. Although some of these signals have already been replaced, the new program calls for an entirely new relocation of the greater part of the signals.

In conducting the investigation the late A. S. Baldwin, vice-president of the company, was chairman of the commission. With him was associated D. J. Brumley, chief engineer of the Chicago terminal. In the course of their investigations Mr. Baldwin and Hugh Pattison, electrical engineer for the commission, toured Italy, Switzerland, France and England to investigate electrification. It was upon his return to this country that Mr. Baldwin died. Mr. Brumley succeeded him as chairman of the commission, which included Bion J. Arnold of Chicago, George Gibbs and Cary T. Hutchinson of New York, consulting engineers, and W. M. Vandersluis, engineer-secretary. Having rendered the report covering the decision on the fundamental features of the electrification the function of the commission is now terminated.

A TIP ON SALESMANSHIP

The cracker-jack salesman always has a positive mind. He could not be a winner if he were negative. He does not wait for his prospect to say: "You can put me down for so and so. Yes, I'll take that." He uses his own positive mind to guide and bring to a focus the vacillating, almost-decided mind of the prospect, for he knows from experience that the temptation of most buyers is to hang off, to wait. Knowing the processes through which his prospect's mind is passing, he seizes upon the psychological moment to bring his mind to a decision and close up the deal.—*Success Magazine*.

December, 1922

SHE WORKED FOR US



Miss Rose MacDonald

Here is Miss Rose MacDonald, until recently one of the efficient and popular employees of the office of the auditor of freight receipts, Chicago. Miss MacDonald, having been attracted by the glare of the footlights, devoted her spare time to the serious study of dramatic art and was graduated from one of Chicago's leading schools. She then enrolled as a student in a dancing studio, where her dramatic training quickly asserted itself. Miss MacDonald made her professional debut at the Edgewater Beach Hotel on July 1 of this year. The dramatic critics of the Chicago press prophesied for this young and beautiful dancer a brilliant career. Her many friends in the big Illinois Central building at 63d and Dorchester wish her the success that has been won and can only be maintained by hard work. They sincerely trust that some day in the not distant future she will be greeted by the public as America's Pavlova.

Twenty-nine

With the American Legion at New Orleans

Illinois Central System Had Its Share in Success of Convention; Parade a Big Feature

By CYRIL E. TRUST,

Secretary to Chief Clerk to General Freight Agent, New Orleans; Member Joe Graham Post No. 119, American Legion

THE maneuvers incident to the capture of New Orleans by the buddies of the American Legion, October 16-20, 1922, had their inception back in Kansas City, Mo., during the convention held there in 1921. There it was doubtless whispered about, by someone conversant with the facts relating to the hospitality of this old Southern city, that it would be an ideal location for the Legion's next get-together meeting, or convention.

The folks of New Orleans first realized that this convention was about to take place in their midst when the decorators took the city and "Old Glory" began floating in the breeze, accompanied by numerous Legion insignia and other decorations.

Several days before the convention proper, Hanford McNider, national commander of the American Legion, arrived in New Orleans, accompanied by a battery of

What the Meeting Was Like

The advance of the Legion on New Orleans began Friday before convention week and continued almost without interruption until Monday night, resulting in the complete surrender of the city to the Legionaires. They came in special trains, special standard and tourist sleepers, coaches, automobiles and airplanes, and some even "hiked" it. Regardless of how they came, they found themselves in New Orleans, the Paris of America, and were all keyed up to meet and exchange reminiscences with their old buddies and join them in a week of entertainment and enjoyment. Imagine a city profusely decorated with the national colors, the main streets blanketed with red, white and blue electric light, the weather ideal, and about 25,000 buddies meeting together, imbued with the carnival spirit of New Orleans, and you will have some conception of what the Legion meeting was like.

stenographers, and shortly thereafter came the buddies of the Legion, the women of the



General view of our Pullman city at the Legion convention



The reviewing stand at the American Legion parade in New Orleans. Among those easily identified are Judge Kenesaw M. Landis, high commissioner of baseball (in gray coat), Samuel Gompers, president of the American Federation of Labor (at Judge Landis' right hand), and Colonel Hanford McNider, former commander of the American Legion (at Judge Landis' left hand).

Auxiliary and the travelers of the 40 and 8, the box car society.

Monday, the 16th, things began to take on an interesting aspect, as the various units began to arrive from all directions, usually parading from the various stations to their hotel headquarters, always preceded by a band. A program of amusements having been lined up for each day of the

convention, there was, of course, always something going on. Tuesday, the 17th, appeared to be a duplicate of the previous day, insofar as amusements, meetings, etc., were concerned, and gayety and good times appeared on every hand and at every turn one made.

Wednesday, the 18th, was declared a holiday in accordance with a proclamation



More of our Pullman city, showing information booth

issued by Mayor McShane, and in the afternoon a big parade was held.

The national colors were massed at the head of each division, following the marshal and staff, the Congressional Medal of Honor men constituting the color guard for the first division; the Distinguished Service Cross men, the color guard for the second division, and so on for each division of the parade. In most cases an ambulance was following each of the divisions. The parade took its formation at General Pershing Street and St. Charles Avenue and proceeded down St. Charles Avenue, around Lee Circle, down St. Charles Street, past the reviewing stand and the City Hall, to the lower side of Canal at St. Charles Street, to Broad and Canal Streets, where disbandment took place.

Bands took a prominent part in the parade, coming from all parts of the United States. All during the parade airplanes were operating in various formations over the entire route, at one time there being eight planes flying in a formation which practically made a letter "V."

Business Sessions on the Levee

While the various festivities were taking place, at the foot of Girod Street, on the levee, the meetings pertaining to the business part of the convention were being held.

The battleship Birmingham, one Eagle boat and six destroyers were on hand during the entire convention. The Birmingham made a side trip up the Mississippi River to Donaldsonville during the fair which was being held at that point.

At the aviation field at Peters Avenue and South Claiborne Avenue, one beheld a most wonderful sight in the various types of airplanes which made daily flights all over the city during the convention period.

Colonel C. R. Forbes, director of the United States Veterans Bureau, was in attendance at the convention as a guest of the American Legion and National Commander McNider.

October 19 was also devoted to a general good time, entertainments, meetings, etc.

The 20th was a memorable occasion, for on that day the buddies had an opportunity of getting in close touch with an officer of the United States Army beloved by all, as it was on that day that General John J. Pershing, better known as "Black Jack" Pershing, arrived in town and made a notable address to the boys who went into the World War.

The election of officers resulted as follows: Alvin M. Owsley of Texas, national commander; Edward J. Barrett of Wisconsin, first national vice-commander; Father F. R. O'Connor of Iowa, national chaplain. Other vice-commanders were elected as follows: Watson B. Miller of Washington, Earle Cocke of Macon, Ga., Dr. Robert O. Blood of New Hampshire, Charles B. Plummer of Casper, Wyo.

The rail lines handled the crowd in good shape. It was estimated that there came into the city in round figures about 35,000 Legionnaires, members of the Auxiliary and mothers, sisters and wives of the Legionnaires, not taking into consideration the number of persons in attendance at the convention who came by automobile, boat, airplane and on foot.

One of these latter cases is that of Herbert Manley of Worcester, Mass., who, accompanied by his dog, started from

How We Did Our Duty

The fourth annual convention of the American Legion, held in New Orleans October 16 to 20, was unquestionably the largest convention the city has ever been called upon to entertain.

A large percentage of the visiting Legionnaires was handled by the Illinois Central System. Figures for a 3-day period show a total of 10,171 Legionnaires handled into New Orleans.

Our parking facilities at Poydras Yards (fully described in former issues of the *Illinois Central Magazine*), which handled the Knights Templar, were used by the Legionnaires, who complimented the management highly for those excellent facilities and the thorough manner in which every detail was carried out. A directory card of Poydras Yard facilities was issued and given to each Legionnaire.

Approximately 125 cars were handled in the parking yard, which accommodated nearly four thousand Legionnaires. The dining car, barber shop, shower bath, laundry and clothes pressing facilities, as well as day and night lunch counter, made a "hit" with the Legionnaires and were used extensively.

A splendid record was made by the operating department of the Illinois Central System in handling the return movement, nineteen special trains leaving New Orleans Friday night between 7:45 p. m. and 12:30 a. m. These trains left without delay and arrived at Vicksburg and Memphis on schedule time.



Legion parade passing cenotaph at New Orleans

Worcester, Mass., in 1921, attended the convention in Kansas City, went West to the Pacific Coast, remained there for a while and then came to New Orleans for the recent convention, walking about eight thousand miles, and he is not tired of the walking yet.

To the memory of the buddies who made the supreme sacrifice, and who were at least present in spirit, a cenotaph was erected adjacent to the main entrance of the New Orleans Customs House on Canal Street.

The convention for 1923 went to San Francisco.

THE "LIFE" OF THE FIRM

I know young fellows who are wonderfully interesting in society; in introducing new plays, new games; who know how to entertain, how to make things lively. In fact, they are the "life" of the party wherever they go; but they don't amount to much in business. They are far from being the "life" of their firm. Now, I believe in developing one's personality, making it attractive; in increasing one's powers of pleasing and entertaining by mixing freely

with others; but don't run entirely to that sort of thing. There is more than one side to an attractive personality; and, after all, your job is the chief thing in your life. It will treat you the way you treat it. If you are not at all there in your work as well as in your play, if you are not the life of your job, your job won't have much for you.

—*Success Magazine.*

AGENT A BOOSTER FOR SAFETY

J. S. Berry, agent at Sturgis, Ky., told of the safety program of the Illinois Central System in an address before a meeting of the Kiwanis Club of that city October 13. He urged the co-operation of the club and told how persons other than those driving cars could help prevent accidents at railway crossings. He carefully explained the Careful Crossings Campaign and cited figures regarding it. Mr. Berry was the program leader of the meeting. The invitations he sent out announced that his subject would be "Stop, Look and Listen" and his slogan "Careful Crossing Campaign." The *Sturgis News-Democrat's* account of the meeting devoted more than half of its space to Mr. Berry's talk.

What a Railroad Means to City Growth

*Manufacturers Seeking Locations First Inquire
About the Possibility of Proper Transportation*

By **JOHN D. ADAMS,**
Industrial Commissioner,
Chamber of Commerce, Sioux City, Iowa

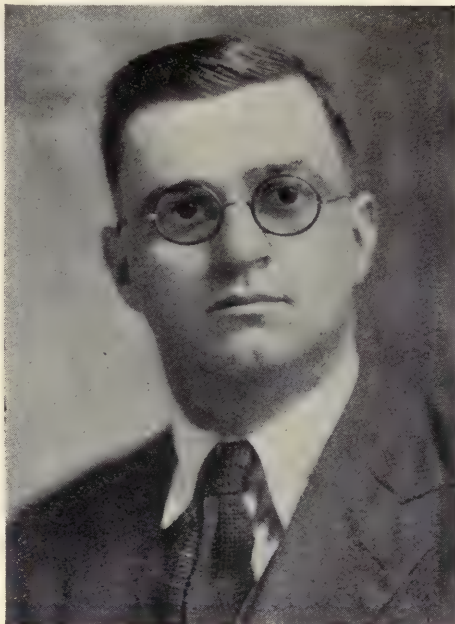
DISTRIBUTION is the chief concern of every city that hopes ever to be more than a country town and of every industry that hopes to get more than local business. Of the hundreds of inquiries from industries all over the continent asking for information concerning Sioux City as a possible location for a plant or branch house, the chief question is: "What are your railway facilities, and what territory can we cover from your city?"

The day is long past when a manufacturer could say: "My home is here; so I'm going to start my factory here." Now a manufacturer looks over the entire United States and selects a location easily accessible to raw material and where he can reach the greatest number of his prospective customers. In this selection the railroad plays a most important part, for railway connections are the most valuable asset any city can have in soliciting new industries. Bonuses, land grants, tax exemptions and other premiums offered are wasted unless the city giving them can offer, in addition, good railway facilities.

Railroads Can Make a City

On the other hand, railroads can make a city from a prairie. There have been instances in this country when a giant industrial center has grown up almost overnight merely because the railroads decided to extend their lines there. Old citizens of Kansas City tell how, long before that city was more than a landing on the Missouri River, Leavenworth, Kan., was a thriving town which showed signs of being a great city some day. Then came the railroads. The business interests of the Kansas town gave little or no attention to these, but the men of Kansas City had foresight enough to see what they could do with railroads. The results everyone knows.

A railway city has access to the world. Even a seaport must be backed by railroads in order to collect products for shipment. The manufacturer who builds a plant in a



John D. Adams

city away from railroads is as foolish as a man who would build an ice cream factory in Alaska.

Not only do the larger concerns seek from necessity a city with good railway facilities; they also seek locations close to the tracks. In the larger cities, many factories do an enormous local business in which shipments are made by truck; still they always build their plants on trackage. Railroads are essential to industries of all sizes. If they are not needed for distribution, then they are essential for the receipt of raw goods.

Sioux City Serves Seven States

A city's trade territory is that part of the surrounding territory which can be reached from it better than, or equally as well as, from any other city—or rather any other industrial center. In the case of Sioux City this territory covers parts of seven states in the most productive part of the United States. They are Iowa, Nebraska, North Dakota, South Dakota, Minnesota, Wyoming and Montana. The trade of Sioux City's

manufacturers is not confined to this region, but this is the city's real trade territory.

In this territory there are nearly 7,000 miles of railroads, every station on which is closer to Sioux City, from the standpoint of freight rates and time of shipment, than to any other city. It is upon this fact that Sioux City has been established as the center which it is. Without the railroads there could be but little in the way of manufacturing and jobbing in the city.

Now let's turn this around. Unless the farmer could market his livestock and crops by means of the railroads, where would your industrial centers be? There are in the Sioux City trade territory nearly two million people scattered over 213,304 square miles. These people farm 83,783,700 acres of land, which is nearly one-tenth of all the farm land in the United States. These farms are producing annually more than half a billion dollars' worth of livestock and more than six hundred million dollars' worth of farm crops. The value of these

products depends upon the farmers' ability to market them. This is done chiefly by railroad.

A railway official recently asked the question: "What part should a railroad play in the desirability of a city as a location for an industry?" My answer was that without a railroad there would be no desire on the part of a manufacturer to place his plant in a city. The very facts that the railroad is there and that it is a good line are the most important factors in determining the city's desirability as a location.

More and more are the big manufacturers of the East getting away from the congested location around the coast which was necessary before the coming of the railroad. By moving farther west on a direct line railroad, the manufacturer gets into the low land values, better working conditions for his men and easier distribution to the great western agricultural region. It is this region that the manufacturers are looking to for expansion, for the East has been worked until there are few new possibilities.

B. & B. Association Includes Our Employees

Five employees of the Illinois Central System attended the thirty-second convention of the American Railway Bridge and Building Association, October 17 to 19, inclusive, at the Gibson Hotel, Cincinnati, Ohio. This association is said to be one of the oldest railway maintenance of way associations in the country, and a convention is held each year. The association has 866 members.

C. R. Knowles, superintendent of water service of the Illinois Central, was president of the association, and Maro Johnson, assistant engineer, is a member of the board of direction. Those from our offices who attended the convention with them were: P. S. Aagaard, general building inspector; F. E. Taggart, assistant engineer of bridges; Peter Perry, system steel bridge foreman.

Other employees of the Illinois Central System who are members of the association are: H. J. Barkley, assistant supervisor of bridges; F. O. Draper, superintendent of bridges; C. Ettinger, supervisor, B. & B.; A. J. Howerton, inspector of bridges; William James, carpenter foreman; C. W. Lentz, supervisor of buildings; J. K. Melton, photographer; W. L. Ratliff, supervisor, B. & B.; M. A. Smith, general foreman, B. & B.; F. H. Soothill, building inspector; F.

L. Thompson, chief engineer; E. F. Wise, retired employee; and P. H. Carlson, supervisor, B. & B.



The Illinois Central System employees who attended the American Railway Bridge and Building Association convention October 17 to 19 at Cincinnati. From left to right: P. S. Aagaard, F. E. Taggart, Peter Perry, C. R. Knowles, Maro Johnson.

A Successful Negro School on Our Lines

*Southern University, Scotland, La., Has Enrollment
of 646 Boys and Girls in Literary and Trade Courses*

SOUTHERN University, a negro school on our lines at Scotland, La., near Baton Rouge, although the youngest of sixteen similar institutions of the South, ranks fifth in importance in that territory. There are 646 negro boys and girls enrolled there this year in literary and trade courses.

The school is maintained by Louisiana and the United States Government. The appropriation for the present school year was \$65,000 by the state and \$20,000 by the Government. The state legislature of 1920 appropriated \$280,000 for new buildings.

Southern University was first established in New Orleans in 1880, but it was not successfully operated until 1883. During the constitutional convention of 1879, P. B. S. Pinchback, T. T. Allain and Henry Demas sponsored the movement that resulted in the establishment of the institution for the education of the negroes of Louisiana. The general assembly of Louisiana secured the continued support of the institution in 1883 by an annual appropriation of \$10,000.

The first home of the school was a substantial 2-story brick building on Calliope Street, New Orleans. By 1885 the number of students had increased to such an extent that larger quarters were made necessary, and the state appropriated \$14,000 in 1896 for the purchase of ground and erection of two buildings on Magazine and Soniat streets. School was conducted at that location until March 9, 1914, when it was moved to its present site at Scotland. In 1907 the school had been recognized by the Government as a land-grant college, under the Morrill-Nelson Act, offering training in agriculture and mechanical education, and received an annual appropriation of \$20,000 from federal funds to carry on substantial training in the industrial arts.

Twenty-Two Buildings on the Campus

The ground purchased for the school at Scotland was a tract of 500 acres. Twenty acres were set aside for the campus, and the remainder was cultivated. Since that time, twenty-two buildings have been erected on the campus. Seven of them are brick structures and fifteen are frame.



Our station at Scotland, La.

The Administration Building, which dominates the campus, is a 3-story brick with steam heat, sanitary plumbing and drinking fountains, and provides space for the president's office, auditorium, library, twelve classrooms and a room for instruction in printing.

There are two large dormitories, one for boys and one for girls. These are 2-story brick buildings provided with all the modern conveniences, including separate lavatories for each room, steam heat, hot and cold water and shower baths.

A beautiful dining hall has recently been erected on the campus. It is a 2-story brick building with concrete foundation and basement, steam heat and electric lights. The first floor contains the dining room, with a seating capacity of 600, kitchens, pantries, storeroom and a dish-room with an electric dish-washer. The second floor contains rooms with baths for fifty girls and several instructors.

The Girls' Trade Building, where home economics courses are taught, is a 2-story brick building with steam heat and electric lights. The first floor contains classrooms, kitchen, dining room, model steam laundry and a model home, completely furnished, which serves as a practice home for the advanced classes. The second floor contains several classrooms for domestic art, domestic science, home economics, home-craft, an exhibit room, two music rooms and two guest chambers.

Where Boys Are Taught Trades

The Boys' Trade Building is a 2-story brick structure with steam heat and electric lights. The first floor contains classrooms for the blacksmiths, carpenters,

brickmasons and those taking courses in machinery. The second floor contains classrooms for tailoring, shoemaking, mechanical drawing and agriculture and a practice room for the band and orchestra.

A 1-story brick building for a laundry recently was erected alongside the Girls' Trades Building. The equipment in the plant is modern in every respect and capable of doing the laundry of all the students.

The fifteen frame buildings on the campus are teachers' cottages, the power plant and the president's home. The cottages are neat and comfortable little bungalows, and the president's home is a large, white 2-story residence. The latter is shaded on all sides by gigantic moss-covered oaks and pecan trees.

The campus is on a bluff that overlooks the Mississippi River.

The purpose of Southern University is to prepare young negro men and women to fit intelligently in their sphere of service to the state and for leadership in the communities in which they live. Some of the courses lead to definite trades and occupations, but the work of all the departments is so arranged that no student is allowed to complete a course until he has received thorough instruction in the literary branches. And great stress is laid upon proper conduct and the proper development of such habits as win for the students the commendation and approval of all with whom they come in contact.

How the School Is Organized

A grammar department is conducted by the university for students who have not had the advantage of a grammar education, but no student is allowed to enter this department unless he has completed the fifth grade work. When a student has

completed the grammar course, he is permitted to enter the high school course of the university. A teachers' training course is conducted for those who have a high school education or its equivalent. The university also offers a full college course to those prepared to enter it. The degree of Bachelor of Science is awarded to those who completed the 4-year college course.

The girls are instructed in dressmaking, millinery, foods, home furnishing and handicraft, laundering, child welfare, housecleaning, cooking and general home economics; the boys are instructed in agriculture, mechanics, printing, brickmasonry, plastering, carpentering, tailoring and shoemaking. These various courses are so arranged that the students study their trade courses one half of a day and their literary courses the other half. The literary courses include English, French, Spanish, geography, social science, natural science, chemistry, mathematics, history, psychology, penmanship and drawing.

Three hundred and sixty boys and girls have been graduated from Southern University, and not a one of them has had a charge of misconduct brought against him or her, says J. S. Clark, negro president of the university. The graduates are always in great demand, he says, and, so far as is known, none of them is out of employment at present. The class that is to be graduated this year is composed of sixty-five students, and they already are being offered positions.

Students Do Work Around Campus

Most of the work about the campus and buildings of the university is done by the students. That is part of their practical training. Many of the frame buildings were built by the students. They do all the



The campus of Southern University, Scotland, La.



President's home, Southern University

plumbing and electrical wiring, and the power plant is operated by them.

Those who are studying agriculture go out among the negro farmers of Louisiana at times and give instructions in scientific farming. And two days in February each year are set aside for a farmers' conference at the university. Farmers from all parts of the state visit the university those days to hear the lectures by white and negro farm experts.

J. S. Clark, A.B., A.M., Ph.D., negro president of Southern University, has the whole-hearted support of the white people as well as the negroes of Louisiana in his efforts to make the university rank among the highest of its kind. The school now has the reputation of being one of the cleanest and best-kept negro colleges of the South, and the students are noted for their courtesy, politeness and intelligence.

Off to a Good Start

Markham Heights is the name by which the newest subdivision at Harahan, being opened by the Harahan Realty Company, Inc., will be known. Much interest has centered about this tract of land during the last two weeks in view of the contest over a name for the subdivision. A \$50 prize had been offered the person or persons giving it a name which would be accepted by the company. The contest closed Friday.

Two men, George E. Cleveland of Hahnville, La., and H. E. Young of McComb City, Miss., will share the prize, for they both submitted the name of Markham Heights in honor of C. H. Markham, president of the Illinois Central System, whose shops are at Harahan.

Markham Heights is two squares above Harahan, the Orleans-Kenner line flanking it on one side and the Jefferson Highway on the other.—New Orleans (La.) *Times-Picayune*, November 12.

The Negro Blind Institute is also under the jurisdiction of Southern University. The building is a 1-story brick structure on the university grounds, but not on the campus. It contains a dormitory for boys and one for girls, classrooms, dining room, kitchen, pantry, storeroom and several living rooms for teachers and the family of the superintendent. This year is the first time that school has been conducted there for the blind. The building was completed last year and was used as a dormitory for boys who were attending the university.



Teachers' cottage, Southern University

Each student is charged only \$13.50 a month for his board, laundry and room rent. Tuition is free to negro residents of Louisiana, but there is a fee of \$2 for registration.

ANNIVERSARY FOR E. W. BROWN

November 9, 1922, completed the thirty-seventh year of continuous service for the Illinois Central System by E. W. Brown, agent at Rockford, Ill. The February, 1922, issue of the *Illinois Central Magazine* contained a story concerning the life of Mr. Brown and the splendid service he has rendered the company. Mr. Brown is president of the park board at Rockford and has done many things for the betterment of his home city as well as for the success of the Illinois Central System.

DON'T ACKNOWLEDGE FAILURE

As a rule—and a very good rule to follow—make up your mind that you will not acknowledge failure until the last effort has been made, and the last effort should not be made until you have been successful; therefore, ultimate failure should never be acknowledged, but, instead, hope on, hope ever, desire all for which you hope, and expect all which you desire. Do all this with increasing confidence in ultimate success.—

EDWARD B. WARMAN.

South Water Street Usages 40 Years Ago

Volume of Freight Was Much Smaller Than That at Present, and There Were Some Odd Customs

By **THOMAS RUSSELL**,
Foreman, In-Freight House,
South Water Street, Chicago

IT may be of interest to those now employed at South Water Street, Chicago, as well as to other employees of the Illinois Central System, to know of the methods used in the handling of freight in the early 80's.

The building now known as the in-freight house at that time handled the entire inbound and outbound business of the Illinois Central and Big Four railroads. Two tracks ran through the center of the house, with a driveway on each side of the building, the west track being used for outbound cars and the other for inbound cars. The capacity of each track was sixteen cars, making it necessary to switch both tracks several times a day. The outbound side of the house had sixteen doors for receiving goods, of which six were active doors, the others, commonly known as side doors, being used only on special occasions. These doors were manned by six receiving clerks, a number sufficient at that time to accept all business tendered. An average daily loading of sixty cars, or two hundred and fifty thousand pounds, was received.

Got Freight by Bob-Sled in Winter

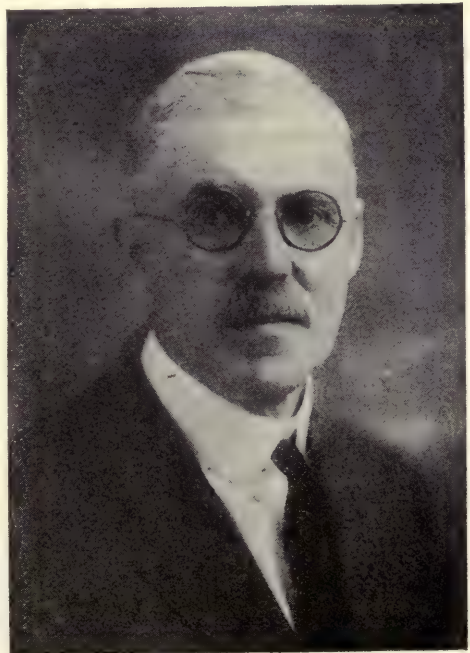
In those days most of the outbound freight was delivered by wagons or one-horse drays, bob-sleds being used in the winter months. The method of handling freight necessitated receiving a part of a wagonload at five or six different doors, as each door received freight only for certain towns or districts, thus making the average delivery time for each wagon from four to five hours. The shipper presented a memorandum book, showing the name of the consignee, the destination and the items in the shipment, which the receiving clerk copied in his loading book, each item being checked and weighed as it was unloaded from the wagon; if found to be correct, it was receipted for. The packages were then placed in stalls assigned to the different towns or districts, later being checked and loaded by loading gangs. If an error were found, it was necessary to send a man to the office

of the shipper to correct it, as there were no telephones in use. The loading book was then passed to the office to be billed, waybills being written by hand.

Goods were marked by symbols, letters or numbers; the name and address of the consignee seldom were shown on packages. When a car was loaded it was locked and the destination shown in chalk on the side. Box cars averaged from twenty-six to twenty-eight feet in length and were equipped with end windows, link-and-pin couplings and hand brakes.

Merchandise Received in Afternoon

The greater part of the merchandise was not delivered until afternoon, which necessitated working from two to three hours overtime. Trains left the city at various hours throughout the day, the first one leaving as early as 10 a. m., making it necessary to load all freight for that train by that hour. Shipments received after train time remained on the floor until the following day. During the winter months the shippers furnished hay or straw to protect



Thomas Russell



Our South Water Street freight yards today

perishable goods from freezing, refrigerator cars being used only for dairy goods.

The inbound business of both the Illinois Central and Big Four railroads, which was handled on the east side of the building, consisted of approximately twenty to twenty-five cars a day. All freight was blind tallied as it was unloaded from the cars and placed in a nearby section. When each car was completely unloaded, the blind tally was sent to the agent's office, where it was checked against the waybills. If it was found to be correct, expense bills were made and notices sent to the consignees by mail or messenger.

There was no storage charge, and a great many merchants allowed their goods to remain in the freight house for weeks and months at a time, using the house for storage at their convenience.

Few Fruit Shipments From South

A few years later the house now known as Dock House No. 1 was built for the handling of bananas. This house was heated with stoves in the cold weather. The bananas were delivered to wagons through the west doorways of the building, four or five carloads being handled daily.

The team tracks handled the inbound and outbound carloads for the Illinois Central and Big Four railroads. As there were practically no belt line railroads operating, it was necessary to haul nearly all carloads to and from team tracks by wagon, the railroad furnishing help to load and unload cars.

The shipments of fruit and vegetables from the South were not very large in those days. Southern Illinois practically furnished South Water Street merchants

with their supply, which was delivered from the fruit platform in the early morning.

WHY MEN FAIL

There is a cause for everything! Nothing ever "just happened." If a man is promoted to a better job there is a cause. If a man loses his job there is also a cause.

There are many causes that lead to failure. Here is a list of the most common causes:

1. Finding fault with the other fellow, but never seeing our own.
 2. Doing as little as possible and trying to get as much as possible for it.
 3. Spending too much time showing up the other fellow's weak points and too little time correcting our own.
 4. Slandering those we do not like.
 5. Procrastination—putting off until tomorrow something that we should have done day before yesterday.
 6. Deceit—talking friendly to the other fellow's face and stabbing him in the back as soon as he turns around.
 7. False belief that we are smart enough to reap a harvest of pay before sowing a crop of honest service.
 8. Disloyalty to those who have trusted us.
 9. Egotism—the belief that we know it all and no one can teach us anything.
 10. Last, but not least, lack of the necessary training and education to enable us to stand at the head in our line of work.
- Look this list over and check yourself up by it. If none of these causes for failure applies to you, then you are to be congratulated, because you are a success!—*Napoleon Hill's Magazine.*

Stadium to Beautify Chicago Lake Front

*Structure Now in Progress of Building Will Link
Up With Proposed Illinois Central Developments*

The Chicago lake front development, now in progress, which calls for the electrification of the Illinois Central terminal and the building of a great new station at Roosevelt Road and Michigan Avenue by the Illinois Central System, also calls for the construction of a stadium just south of the Field Museum, already built in Grant Park just east of our tracks. Work on this stadium is now in progress. The following report on it was made by Clarence A. Bush in the October number of the Tri-Color Magazine, the official publication of the Illinois Athletic Club.

“WONDER what is going on at the stadium?” Some such query will be put up to you after the spring of 1924. That time is not so far away as it sounds, with 1923 almost upon us. You will get the query when you tell your mother, wife, sister, best girl, or some other man's, that you would like to take her some place for a good time, but you have been everywhere and “there is no place to go around this town.”

Construction of our long-dreamed-of amphitheater in Grant Park is actually well under way. Commuters on the Illinois Central, by stretching their necks, can see the pile-driving machines yanking and puffing, but there is no structure visible from the distance.

Linn White, chief engineer of the South Park commissioners, reported the first week of October that the piles had been driven in the “made land” south of the Field Museum and that contractors were beginning to pour concrete foundations.

For the promotion of sports in Chicago the new arena will be one of the finest things that ever happened. With the great hippodrome in operation the Windy City should become the athletic capital, the Athens of the nation, if not of the modern world. To its advantages of a central location and unequaled railway transportation to every corner of North America is now being added the greatest equipment for athletic spectacles afforded by any municipality in the country.

In the year that the next Olympic games are held the stadium will be completed. At that time the place of the games for 1928 probably will be decided. Why should they not come to Chicago? With our new stadium we should be able to make an attractive offer.

Greater crowds will be able to witness national, sectional and local track and field meets, football games, military parades, public ceremonies, police games, historical pageants, round-ups and spectacles of every description. Attendance of 75,000 to 100,000



How the stadium will look—Field Museum in the background

people will make possible the staging of massive and impressive events greater than have ever been dreamed of before.

The east and west sides now building, to cost \$2,650,000, will seat 40,000 spectators, many more than Cubs Park, Comiskey Park or Stagg Field. The semi-circular south end, to cost \$1,500,000, according to Engineer White's estimate, will seat 35,000 more. Temporary stands can be erected at the open north end to bring the total capacity of the arena up to 100,000. That is more than our three big amusement centers combined would now hold.

In architectural elaboration the horse-shoe structure is to surpass Harvard Stadium and Yale Bowl. It will be larger than the old Roman Colosseum, one of the mightiest buildings of ancient times. The capacity of this Italian arena, in the days when Nero and his favorites turned thumbs up or down to decide the fate of gladiators, was only 87,000. It measured 607 feet by 512 feet, while the Grant Park emporium is to straddle 1,000 feet by 550 feet.

Architecture, said Ruskin, is the art which so disposes and adorns the edifices raised by man, for whatsoever uses, that the sight of them may contribute to his mental health, power and pleasure. The vision of the new stadium certainly measures up to this ideal.

How about transportation? That is one of the most important problems in handling stupendous crowds. It will offer no difficulties for the stadium. The location is within a 10-minute walk of the Loop. It will be reached by street cars, automobiles, suburban railroad trains, by lake boats, and by a short walk from the elevated. If the bus lines recently proposed go through, that will add another means. Roosevelt Road will be extended to the water, and there will be available the system of outer boulevards made by the fill which is extending Grant Park to Jackson Park.

Everybody will know where it is and how to get there. It will be easy of access to every part of the city and the surrounding district of the Middle West. The fact that an athletic event or other spectacle is to be staged in the stadium will stir the imagination of many who will come miles to see it when they would not be interested if it were held in a less conspicuous arena.

In architecture and color the stadium will harmonize with the Field Museum and to

the west of the museum with the projected Illinois Central terminal building. It will appear a great detail of one unified building plan.

These three structures will make a massive group of Chicago's show window on the lake front.

Along the stadium sides now building two long pavilions with ornate roofs will be supported by an array of Ionic columns, whatever they are. Dominating the south end there is designed an impressive central structure, buttressed with columns and elaborate architraves. This is intended for distinguished guests and judges of contests. Girdling the top of the semi-circular walls, and passing under the colonnade pavilions on the sides, will run a wide esplanade. Anyhow, that's the way the specifications read.

In the conception of the stadium the architects and the South Park commissioners apparently observed the advice that when we build public edifices we should think we build forever, "let it be not for present delight, not for present use alone, let it be such work as our descendants will thank us for," and let us think, as we lay concrete block on concrete block, "that a time is to come when these blocks will be held sacred."

At any rate, taxpayers on the South Side, against whom the commissioners have power to make levies, will soon be able to see where some of their tax money is going. The rest of us will be much obliged in 1924. Thereafter, when you sit in your chair at home or club and sigh, "All dressed up and no place to go," you can forget it and go to the stadium, for the chances are there will always be something doing, weather permitting.

NEVER VERY BUSY

About two years ago I went to call on a famous business executive and was informed that he was so busy that he was obliged to make appointments three and four weeks ahead. I immediately decided that if he were that kind of fellow he would eventually blow up. Sure enough, he did. Just recently he was forced to resign in the nick of time to make way for a better manager who might steer the concern away from the rocks. No great executive is ever very busy. He is able to delegate most of his work to others.—*Nation's Business*.

Do Well With What You Have, He Urges

*S. F. Lynch, New Orleans Division Chief Clerk, Says
There Is No Great Mystery to Good Railroading*

By **THOMAS TREANOR,**
New Orleans Division Editor

"NOT the imperative command from without, but the urge for co-operation and co-ordination from within—not waiting for inspiration or incentive from the best minds in the game, but utilizing the available knowledge and creative capacity of each individual for the betterment of service, is, in my opinion, the secret of successful division management—the whole solution of the mystery of railroading, if mystery there be." Thus spoke Steve Lynch, when pinned down to his seat and asked about his business.

The superintendent's office of the New Orleans division at Vicksburg is a capacious and well-appointed place—a very busy office, indeed—and Mr. Lynch is chief clerk. He is yet a young man and impresses one as a person of distinct and forceful personality, with vision, imagination and the saving sense of humor. He is not a college graduate. Like thousands of others, he gained his first business knowledge as a grocery boy. If he had any particular talent for any special line of endeavor, circumstances or perhaps the prevailing system which prevents the boy from following a natural bent compelled him to go to work at an early age at the first thing that offered. He did not indulge in roseate dreams or romantic notions of a brilliant career; if he did, he keeps it secret. When a job in the railway office presented itself, he was glad to grab it, not because he disliked the grocery business, but because the railroad paid more money.

He Is a Native of Mississippi

"Destiny has played me false if she intended me for a merchant prince, for here I am in a railway office with a huge pile of unread mail before me, crying for attention," he said. "And, speaking of mail, its volume seems to grow larger and larger every day—about 1 per cent per day. You know we measure everything in percentages, even the mail's accumulation."

Mr. Lynch was born September 23, 1893, at Jackson, Miss., and entered the service



S. F. Lynch

of the Illinois Central at Jackson February 1, 1911, as car clerk and timekeeper. He was promoted to clerk to the general foreman, December 10, 1911, and was appointed chief clerk to the master mechanic at McComb, Miss., on January 1, 1914. He was promoted to chief clerk to the superintendent of the New Orleans division, July 1, 1918.

"Which one of those jobs served for your best interest? Which one was of most value as a preliminary training for your present position?" Mr. Lynch was asked.

"It would be difficult to say," he replied. "However, I believe that the position of chief clerk at McComb, considering a 6-month period when all of the division offices there were in one, under the unit system, gave me the best and most general knowledge of railroading and general office operation. My present position affords many opportunities to learn something new, and I rarely pass a day without doing so."

"How do you like the job of chief clerk

in a division office, judging from your present experience?" was the next query.

"I'm here to tell you that a chief clerk's position is no sinecure," Mr. Lynch replied. "It's work, hard work, but it has its compensations, for all that. It is comfort and satisfaction to know that one's work is appreciated. It is consoling and gratifying to have the confidence and respect of those under one's immediate supervision, as well as those detached from it, and I flatter myself that I have all this in some measure, and I hope I am deserving. I try never to lose sight of the human element in my associate workers. I endeavor to make the work fascinating, not tedious, and the office forces respond admirably.

"There is no friction here—everyone knows his work and does it with a will and a spirit of mutual helpfulness. Maybe if I had expended as much time and energy in another line, I might have made more money, but I don't believe that I would have had more satisfaction. I am one of those who believes that there is more to be got out of life than money."

Uses Judgment in Picking Employees

Mr. Lynch was asked about the selection of men for office service.

"I have no cut and dried method," he explained. "I seek the right man for the right place. I keep my eyes open and observe. I have read a good deal of the questionnaires of Edison and the psychological tests used by some corporations for the selection of men. I have never had the opportunity of applying such measures in this office, nor would I if I could, for I consider the first as a mere test of memory, and as for the second—well, I am not a psychologist. There is also an element of luck in picking men, but if anyone shows intelligence and ability I keep him in mind for better things, for it is a fact that competency is shattered and a condition of lethargy ensues when a man of marked capacity is kept in an inferior position.

"Sometimes the man without the proper qualifications gets on a job that is too heavy for him. Then I try to find a job for him in keeping with his measurement, for it is also a fact that if one of this type is kept on the wrong position he becomes more unfit as time progresses and falls a victim to worry and complaint, or else confines his efforts to 'getting by' and 'making the day.' However, we have been fortunate in finding

capable help, and with the system we have worked out we all manage to get along very smoothly."

"What is your idea of a workable office system, Mr. Lynch?"

"In an office of any size, I consider system most necessary. By that I mean not an endless chain of red tape, but by observation and experience arriving at the shortest and most thorough method of performing each operation, and seeing that such a method is followed from month to month. File systems should be simple, but adequate; records of all kinds, stationery stocks, etc., should be so located, indexed and cross-indexed as to insure their being accessible when needed, with a minimum loss of time. In short, have a specified place for everything.

Duty to Teach Subordinates

"Again, it is part of the chief clerk's job so to train his subordinates that they almost intuitively use the specified place. Anyone not familiar with such a procedure would be surprised to see how easily this can be accomplished, and the older and more experienced aid in many ways in training the newer ones. Clerical workers are quick to note the effect of the use of any particular idea or system and take readily to any new practice that tends to ease the load and lessen the confusion.

"We would all, I believe, be much benefited if something could be done to stimulate the interest of our clerks by inviting suggestions, exchanging ideas and considering their observations and experiences in the handling of any particular feature of their work. There are unquestionably many good practices or systems used in different offices on our great system which could be adapted to other offices with highly beneficial results, and we should all know of them."

Mr. Lynch was questioned about his cordial relations with the general public.

"I don't know of an operating office that should have more personal or telephone contact with the public in general than a superintendent's office," he replied. "Unfortunately, our patrons do not ordinarily appeal to the superintendent until they have failed to obtain what they desire through the agent or other local officer. Bear in mind, I say this without intent to reflect critically on any such officer, for the accommodation that he cannot grant is usually impossible, at least for the moment. How-

ever, a refusal causes the patron to fall into a rather unpleasant frame of mind. This condition affords an excellent opportunity for the exercise on our part of self-control, as well as the real honest-to-goodness practice of our slogan 'Courtesy and Efficient Service Always.' It is within the power of the chief clerk to make many friends or enemies for our company, and I feel sure that by the manifestation of personal interest and individual attention I have added a number to our already large list of friends and patrons.

"Practices of courtesy do not readily come to everyone employed by the railroad, who has his pro rata of trials and troubles, but they can be acquired with proper effort, and a superior has much to do with this.

Our superintendent, Mr. Mays, does not hesitate to lend a helping hand under any trying circumstance, making explanations that carry conviction and obtain results. From my personal knowledge, open ears and eyes under such an officer do wonders in properly directing the younger and less experienced."

Mr. Lynch is keenly interested in sports and diversions, and his services are ever in demand when any project having for its end healthy amusement is in contemplation. The hackneyed old adage, "All work and no play makes Jack a dull boy," has a direct appeal to him. He manages to get a good deal of fun out of life, if one judges from his cheery disposition and the way he handles his work.

AFTER FIFTY HAPPY YEARS TOGETHER



Mr. and Mrs. W. F. Widmann

Mr. and Mrs. W. F. Widmann of Waterloo, Iowa, celebrated their golden wedding anniversary October 29. Mr. Widmann is a machinist in the Illinois Central shops there. He entered the service of the company in 1870 and worked as a machinist in the shops at Waterloo until October 1, 1879, when he resigned. January 1, 1894, he again became a machinist there, where he has worked continuously since. More than

300 relatives and friends attended the reception that was given in honor of the wedding anniversary. Mr. and Mrs. Widmann both came to this country from Germany when they were young. Mr. Widmann arrived in 1867. Mr. and Mrs. Widmann have resided in Waterloo since their marriage fifty years ago. Both are hale and hearty and go about their work as if they were years younger.

A Governor Who Is a Successful Farmer

John M. Parker of Louisiana Has Valuable Livestock on Our Lines Near St. Francisville, La.

By **ELRIE ROBINSON,**
Editor, *The True Democrat,*
St. Francisville, La.

A VISITOR to the livestock department of any one of half a dozen of the larger Southern fairs, this fall, especially if he were an admirer of thoroughbred cattle and hogs, would have had his attention attracted by the exhibit of the Parker Stock Farm, for this institution ranked first among the prize-winners.

The Parker Stock Farm is about two miles from the Yazoo & Mississippi Valley station at St. Francisville, La. Incidentally, a portion of this particular line of the Illinois Central System which serves St. Francisville is the third oldest railroad in the United States. The Parker Stock Farm is owned by His Excellency (only he won't stand for being called that) John M. Parker, governor of Louisiana.

Back in 1913, after two successive overflows, Mr. Parker (then just plain John M.) decided to remove his planting operations from North Louisiana to the hills of West Feliciana Parish, a section most kindly endowed by nature and the greater portion secure from invasion by the mighty



Governor John M. Parker

Mississippi River. Accordingly he purchased 4,000 acres near St. Francisville and started upon the task of turning an old cotton plantation into a modern stock farm. Mr. Parker undertook little of the work himself, except in an advisory capacity, leaving the work of management to his partner and manager, J. Bob Daniel, a native of the parish and a man possessed of broad ideas and strong determination.

Project Not Taken Seriously

The announcement that John M. Parker was going into the fine-stock raising business with the expectation of making money was not regarded seriously in this section. The whole enterprise was looked upon as a whim of a rich man, and the prediction was freely made that the experiment would prove so costly that it would soon be abandoned.

But—that was nearly ten years ago. Today the Parker Stock Farm is regarded as a highly successful institution. More than that, it is looked upon as an object lesson and also as a demonstration farm. It cannot but be pleasing to Mr. Parker to realize



Governor Parker (on left), with some of his Toggenburg goats

that his ambition has been realized, that his judgment has been vindicated and that success has crowned his efforts. But most of all he enjoys the thrill that comes only to the pioneer, that of blazing the way to make easier the path of those who follow.

The preliminary work of the undertaking was one long, hard struggle. Everything was to be done. Barns had to be erected, fences had to be built, silos to be constructed, soils tested and built up, and a thousand and one other things attended to before the enterprise could even begin to grow.

Another feature of the business that took hard work and careful study was the selection and importation of the proper animals around which to build up the herds. Acclimatization and immunization against native diseases were processes that presented many difficulties, and it was some time before a satisfactory basis was established and the vision of the founder began to be revealed to his neighbors.

Farm Is Truly Successful Today

Today the Parker Stock Farm stands in the front rank of Southern livestock enterprises, and its animals are in great demand as breeding stock over a wide section of country; no fair of any importance is considered complete unless it contains a Parker exhibit, and breeders from many points come to St. Francisville to visit the Parker Farm in order to familiarize themselves with the latest approved methods for the successful conduct of their business.

There are two things which Governor Parker practices on his farm and preaches throughout the length and breadth of Louisiana, and they are to get rid of the cattle tick and to get rid of the scrub sire. The Parker Stock Farm was free of the Texas fever tick long before its neighbors had even considered the possibility of eliminating that curse to the cattle industry. As for the scrub sire, he has never been on the Parker Farm, but Governor Parker knows what a worthless animal he is and never misses an opportunity to encourage others to get rid of him.

The herds on the Parker Farm are beautiful to look upon. Well-bred, well-fed, con-



Elrie Robinson in his uniform as a captain of the American Red Cross during the recent war. The decoration on his breast is the Russian order of St. Stanislaus.

tented and fat, they bring joy to the heart of the lover of animals.

The cattle end of the business is devoted to Herefords and Holsteins and their grades. Breeders are shipped to many different sections of the country, and the grades are shipped to the packers. One of the experiments made here which begins to show suc-



Belle's Lad, 2-year-old Hereford bull, held by J. Bob Daniel, manager of the Parker Stock Farm



Parker's Fidessa King, junior champion at Louisiana State Fair

cess is the crossing of a Brahma bull with high-grade Hereford cows. This cross makes a fine type of beef animal.

Duroc Jersey Hogs Selected

The Duroc Jersey was selected as the best hog for this section of the country, and the Parker Farm boasts as fine a herd as it is possible to get together. The farm has one herd of twenty-five sows, direct descendants of such sires as Pathfinder, Great Orion's Sensation, Orion's Cherry King, Joe Orion 2d and Scissors. As with the cattle, hogs are produced for both breeders and packers. Of late years, boys' pig clubs have been in great vogue in Louisiana, and the Parker Farm has been a great help to the movement, furnishing pigs to school boys at purely nominal prices.

All the stock used on the farm is home-raised. High-grade jacks and Percheron and saddle stallions are kept on the place and these, bred to native mares, produce a good type of animal. Shetland ponies are also raised here, and the demand is about equal to the supply.

When it came to clearing up the old place, herds of Nubian and Toggenburg goats were turned loose to get rid of some of the undergrowth. These strains were selected because of their value as milkers, and there is a steady demand for the nannies on account of the value of their milk for babies.

The Parker Farm does not go in much for wool-growing, but has a large herd of Southdown sheep which are disposed of as breeding animals.

Farm Raises All Its Own Feed

Wild turkeys, wild geese and wild game chickens are raised on the place, not as a commercial proposition but for table use on the farm.

Every bit of feed used on the farm is

grown there. Corn, lespedeza hay, oats and potatoes are grown in great profusion. Large barns and silos are filled at the proper seasons, and there is always an abundance of wholesome feed on hand.

A saw-mill operated on the place saws from native cypress and pine logs all the lumber needed for the constantly expanding operations. A blacksmith shop and grist mill are also part of the equipment of this progressive place.

For several years past, Parker herds have been exhibited at fairs in Louisiana, but this year neighboring states were invaded, and with considerable success. This year exhibits were sent to the Tri-State Fair at Memphis, the Interstate Fair at Chattanooga and the Arkansas State Fair at Little Rock, as well as to our own Louisiana State Fair at Shreveport. At these four major fairs the Parker Stock Farm won in all 110 prizes, including ten championships, and purses aggregating \$1,188. It is estimated, as they used to say in the army, that the Parker Stock Farm has won enough ribbons and pennants to dress a first-class battleship and enough cups and trophies to stock a jewelry store.

One might think that the business of being governor would cause Mr. Parker to lose interest in the details of his big stock farm, but such is not the case. There are but three things (all of 'em grandchildren) which give the governor more pleasure than slipping away from the capital and spending a while with his animals. Arriving at the farm, he dons corduroy trousers (only he calls 'em "pants"), khaki shirt, boots and an old flop hat and is off on a walking excursion to all parts of the farm. He knows all the animals by name, their pedigrees and records, and is thoroughly fa-



Fancy Orion King, grand champion boar, Interstate Fair, Chattanooga, Tenn.

miliar with the operation of the big place in all its details. It takes a mighty good walker to keep up with the governor when he gets started out like this, and the governor finishes up fresher than many a younger man he takes with him.

An Interview That Was Earned

I'll never forget an experience I had with him along this line. He had just been nominated for governor and was up at the farm taking a rest from a strenuous campaign and seeking relief from the importunities of the job-hunters, when I went to interview him for a daily paper. He was just starting out on one of his hikes and invited me to accompany him. I had just returned from the war; I thought I was in pretty good hiking trim, and so I gladly accompanied him. That afternoon we covered a distance estimated by me as being fully equal to that from Neufchateau to Nancy, the governor-elect talking about his stock all the



Parker's Comanche, said to be the greatest Polled Hereford in the South

thought or not, but it is a matter of record that the Legislature shortly afterward enacted legislation of great benefit to the farmer.

One of the outstanding features of Governor Parker's administration is legislation which provides for building a new agricultural and mechanical college, which will cost more than five million dollars. Betterment of educational facilities for the farm youth is one of his hobbies, and he found the way to raise the necessary funds to build the new institution without adding to the property tax.

A GUIDEBOOK TO FLORIDA

The attractions of Florida and the desirability of reaching Florida by way of the Illinois Central System are well set out in an attractive booklet of descriptions and beautiful pictures of scenes along the route of the Seminole Limited, which has been issued by the passenger department. A feature of the booklet is the concise manner in which the principal points about each locality are summed up.



Sensation Lady, grand champion sow, Tri-State Fair, Memphis

while. Doggedly I kept on and finally pinned him down to the things which I and a great many other people wanted to know. He told me all. I started away, visions of a first-page story in my mind, when he called after me: "Now, young man, don't you dare print a word I've told you." And that was that.

Shortly after his inauguration, the governor let the Legislature lay off for a day and brought the whole bunch up to the stock farm for a barbecue. If you have never been fortunate enough to attend an old-fashioned West Feliciana barbecue, you have something to hope for. The whole affair was a success and must have proved illuminating to the members of the Legislature. I don't know whether the governor had given the psychology of the matter a



Tony, Brahma bull from an imported cow

Tobacco—A Most Valuable Non-Essential

*Its Farm Value in the United States in 1920 Was
More Than \$300,000,000; We Carry Much of It*

By B. T. BRECKENRIDGE,
Assistant General Freight Agent,
Louisville, Ky.

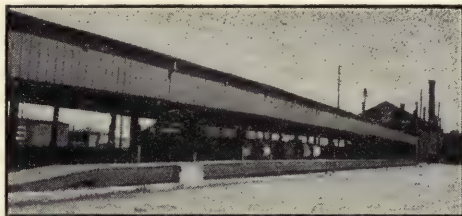
THE Illinois Central System handles a substantial amount of the tobacco traffic of the country.

Tobacco—a weed of the Nightshade family—is non-essential, and yet it is an article of world-wide commerce, heralded in prose and verse as a medium of consolation, a curb to temper and a stimulant to thought.

Tobacco was raised and in general use by the American Indians long before the advent of the white man. It derived its name from the Indian word “tobaco,” meaning tube or pipe in which the aborigine smoked his weed. Its generic name, “nicotiana,” was given to it in honor of Jean Nicot, French ambassador to Spain, who sent to Paris in 1558 some seeds he obtained from a specimen brought to Spain from Mexico in that year by F. Fernandez.

In 1920, the last year of complete statistics, the United States produced 1,508,064,000

“My old pipe—truest of friends; companion of my reveries; master architect of my castles in the air—how much of life’s pleasure I owe thee.”



Our tobacco shed at Louisville, Ky.

pounds of tobacco, or nearly 50 per cent of the world’s production. The farm value was \$318,359,000. A total of 497,000,000 pounds of tobacco was exported and 70,000 pounds imported.

More Than 50,000,000,000 Cigarettes

A total of 410,000,000 pounds was manufactured for chewing, smoking and snuff, in addition to which there were manufactured 8,700,238,092 cigars and more than 51,000,000,000 cigarettes.

As a source of revenue to the United States, the receipts for the fiscal year ended June 30, 1920, amounted to \$295,809,355.44, or 5.4 per cent of the total receipts from internal revenue sources.

The consumption of tobacco has increased from 76,000,000 pounds a year, in the decade following the Civil War, to nearly a



A typical Kentucky tobacco field

billion pounds. The average per capita consumption has increased from two to eight pounds. Suppose we put it in another way that will better enable us to understand the relative importance of tobacco to some of the other leading luxuries. The average amounts spent in 1920 by the people of the United States were as follows for the items shown:

Candy	\$9.50
Ice cream, soft drinks, etc.....	5.75
Cigars	4.90
Cigarettes	7.60
Tobacco and snuff.....	7.60

The production of tobacco is not confined to any particular state or territory, but it may be grown successfully in all latitudes

The light burley is distinctly a domestic manufacturing type, and very little of it is exported. It is the principal type of the United States in the manufacture of cigarettes.

The dark tobacco is exported to the extent of probably 80 per cent of the total production. It is unsuited for domestic manufacture except for snuff and a limited use as plug wrapper and some other small ways. The leaf is of heavy body, dark in color and rich in nicotine.

Harvesting and Selling Tobacco

Harvesting is accomplished by cutting the stalk just below the ground leaves. Burley stalks are split and put astride sticks, and the dark is stood on its top ends in the



The loose leaf auction floor

from southern Canada to Central America. However, the flavor and quality of the product are deeply influenced by variations in soil and climate. Each district produces a tobacco of certain well-known characteristics, and the type of leaf is further influenced by the methods of growing and curing.

A Story of Constant Care

I wish space permitted my telling you the story of tobacco raising. It is mighty interesting. It is a story of constant care and continuous effort, much more so than raising any of the other major agricultural products.

Generally speaking, Kentucky tobaccos are divided into two types: light burley and dark. The light burley is largely confined to the limestone soils of the eastern and the dark to the clay soils of the western part of the state. The two types are produced in nearly equal amounts.

field for a few hours to wilt. Then the tobacco is hung on sticks in the tobacco barns for curing.

Burley is all air dried. Dark is partly air cured and partly fired. After curing, the leaves are stripped from the stalks and separated into grades. The grower frequently makes as high as ten grades. Primarily there are three grades: leaf, lugs and trash. Leaf is subdivided into almost innumerable grades based on color, body, length of leaf, weight, condition, etc.

After grading, the leaves are made into small bundles, or "hands," by tying the butt ends of several leaves together with a single leaf.

The method of marketing has undergone changes in the last eight or ten years. Formerly most tobacco was prized (pressed in hogsheads) and brought to the market in that shape. Later there was introduced the method now used and known as the



On the Louisville breaks

"loose leaf auction." Here the tobacco in "hands" is piled on large flat baskets, each grade separately, and arranged on a floor open to inspection and accessible to the passing auctioneer and prospective buyer.

Growers May Sell Co-operatively

At present, however, there is a movement under way to organize the growers into a co-operative marketing association in the dark tobacco district, and if this materializes it will probably mean the passing of loose leaf floors and effect a radical departure in the method of marketing.

Shipping from primary markets is largely done in hogsheads with some few exceptions, such as casks or quarter hogsheads to Africa and a little in boxes. The hogsheads are not uniform in size, but range from 48 by 48 inches to 52 by 56 inches, although the larger sizes are rapidly disappearing. Hogsheads of burley usually weigh from 800 to 1,000 pounds; dark, 1,500 to 1,800 pounds.

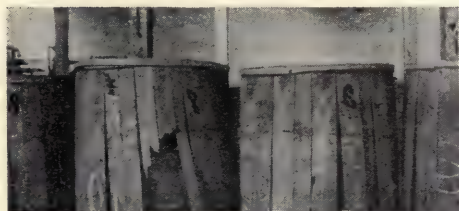
The history of Kentucky mighty nearly begins with tobacco. In 1775 white pioneers migrating from Virginia and North Carolina located a permanent settlement at Boonesboro, Ky. Tobacco was one of their principal crops, and this was the beginning of the tobacco industry in Kentucky. As had been the custom in Virginia, tobacco became a medium of exchange. The surplus over home consumption was shipped by river to New Orleans for export. The industry has grown until Kentucky is now producing one-third of the entire production of the United States.

An Important Crop in Kentucky

Kentucky produced in 1920 467,500,000 pounds. Other states produced: North Carolina, 384,000,000; Virginia, 177,390,000; Tennessee, 85,000,000; Ohio, Wisconsin, South Carolina and Pennsylvania, about 60,000,000 pounds each. This year's crop for the United States is estimated at 1,352,-



Staves lifted for inspection



Staves replaced after auction

537,000 pounds; for Kentucky, 454,212,000 pounds.

In Kentucky tobacco is equal to about one-fourth the value of all crops grown in the state. The normal price is from 5 to 30 cents a pound, but in 1919 it went as high as 90 cents a pound. The superior return to the grower of tobacco over other crops is evidenced in the table shown below, taken from the report of the United States Department of Agriculture for 1920:

	Value of Crop per Acre	
	Kentucky	United States
Wheat	\$ 19.48	\$ 19.86
Oats	17.16	16.61
Corn	25.01	20.93
Cotton .....	.....	25.14
Tobacco	127.50	168.05

Of course, it must be remembered in connection with the foregoing table that tobacco raising requires more attention and more technical work than most forms of agriculture. One man and a team can ordinarily cultivate about thirty acres, but can raise only about five acres of tobacco.

HUMILITY

It isn't well to have too much humility. The man who gets into the habit of refusing to take credit for the good work he does is likely to be surprised when he discovers that people accept his denials as the truth.—FORBES.

Division Surgeon Winner of War Medal

Dr. William B. Malone of Memphis Did Valuable Work in Hospitals Near the Front in France

Distinguished Service Medal Citation

William B. Malone, Major, Medical Corps, United States Army. For exceptionally meritorious and distinguished services as chief of surgical teams in hospital formations at the front through all the combat activities of the American Expeditionary Forces from the Cantigny offensive to the close of the Meuse-Argonne offensive. With rare technical skill and high professional attainments he rendered service of a most conspicuous nature in a position of great responsibility and at a time of gravest importance.

THE citation above, with the Distinguished Service Medal, was awarded last July to our division surgeon at Memphis. He served in the Medical Corps from May 18, 1917, until after the close of the World War.

Doctor Malone has been dressing injured fingers for the employes of the Illinois Central System since the last days of the link-and-pin couplers. That was back in 1897, when he was a medical student. He used to spend much time in the office of Dr. W. B. Rogers, our district surgeon at Memphis at that time, and he was allowed the practical experience of dressing fingers when the injury was not too serious. That was before he was employed by the Illinois Central System, and even before he had started practicing.

Fingers Injured in Coupling

When the automatic couplers began to be placed on the new cars, many fingers were mashed in trying to couple them to the old links and pins, he says. Every day someone came into the office with a badly bruised hand. Nine out of ten of the missing fingers on the hands of the older railway employes can be attributed to the experiences of those days, Doctor Malone says.

On January 1, 1904, Doctor Malone was appointed district surgeon at Memphis, and on July 1, 1911, he was appointed division surgeon.

When the United States declared war, Doctor Malone lost no time in making ar-

rangements to join the Medical Corps. He went to Washington and offered to organize a medical unit at Memphis for overseas service. He was commissioned a major and given authority to organize a unit consisting of twelve officers, twenty nurses and fifty enlisted men. The unit was known as Hospital Unit P and was mobilized November 12, 1917, at Camp Greenleaf.

Hospital Unit P sailed for Europe January 8, 1918, and went to Base Hospital No. 15 at Chaumont, France. The unit was turned over to that hospital, and Doctor Malone was assigned to a surgical team of the French army in Picardy.

Saw Service on Various Fronts

That part of the battle front was the most terrible that he witnessed, Doctor Malone says. Thousands of sights far beyond his description were brought before him, he says, and he helped patch up men who were mangled so badly that it was difficult to tell that they were human beings.

On August 1 of that year, Doctor Malone was transferred to the United States Army and was sent north of Chateau Thierry,



Dr. William B. Malone

where the Americans were hammering at the German lines. He remained there until the drive was completed and then went to Evacuation Hospital No. 9, just below the Argonne.

Evacuation Hospital No. 9 was the closest surgical hospital to the fighting line in the Argonne, and at least half of the evacuations passed through it for treatment. Hundreds of soldiers were lined up waiting for operations at that place, Doctor Malone says.

When Doctor Malone returned to this country, he resumed his practice at Memphis.



Dr. Malone's Medal

TO SPEED MOTOR CAR HANDLING

The Illinois Central is planning to construct a modern platform at Memphis for the easy loading and unloading of automobiles, according to an announcement made by W. B. Ryan, assistant general freight agent. It will be equipped with all modern devices used for this class of work and be sufficiently large to accommodate any amount of business offered. Detailed plans are now being worked out, and the automobile receivers at Memphis will be invited to give their criticisms or suggestions before the work is actually started. This will be done to be sure that the proposed arrangements will adequately serve the automobile industry, says Mr. Ryan. Location of the platform will be made at a very convenient point.—Memphis (Tenn.) *Commercial-Appeal*.

THE RIGHT YOUNG MAN

"A question I am often asked is this," says Doctor Steinmetz: "'Can you tell, by watching a young man, whether he will win out or not? And, if so, what is there about him that helps you to decide?'"

"I haven't given a great deal of thought to the matter; and there is only one thing that I can say about it with any particular conviction. If a young man goes at his work only as a means to an end—like getting a raise in salary, or making a million dollars—I am not much interested in him. I am interested in him if he seems to do his work for the work's sake! If he does it for the satisfaction he gets out of it, and with the idea of making the work itself accomplish more in the great scheme of things, he will advance.

"Work is like an engine on which the workman rides. The man who is absorbed in making his engine function better and more powerfully, travels with it."—MARY B. MULLETT in *American Magazine*.

ARE THE RAILROADS TO BLAME?



Transportation Shortage Hurts Farmers

*Over-Regulation by Government Agencies Blamed
by Chamber of Commerce Head for Present Troubles*

**By JULIUS H. BARNES,
President,**

Chamber of Commerce of the United States

*From an address made before the National
Conference of Business Papers at New York,
October 12.*

I WANT to mention the railway situation at this point. No man today can claim that a public facility such as the railroads, vested as it is with the public interest, touching every man's business and home, can be left entirely devoid of some public regulation. It is inconceivable that there should not be some public control of a facility in whose hands rests the power to make or unmake entire communities by a rate structure resting in its officials. That goes too far, but we can create an informed and fair public opinion which will recognize not only the justice of allowing a field of return for privately owned and operated facilities, and the wisdom, from the public's own standpoint, of allowing such adequate return if there is to be a constant improvement and expansion of their facilities.

You know that today the transportation facilities of this country are inadequate for the business now tendered them. I want to use as an illustration the grain trade of this country and show you how far-reaching this is in its effect. I speak of grain, not because I am provincial enough to believe that it is the major industry of this country, but because out of thirty years' experience in grain exporting I can qualify somewhat as a competent witness on that subject, and because you will lift the similarity out of grain into the lines of industry with which you are more familiar.

Farm in No State of Collapse

You will agree with me that if there is one single menace to the onward march of business activity and prosperity in this country it rests in the dissimilarity between the prices paid for farm products and the prices of those commodities which the farmers must buy.

I do not follow the full way with those who say that the farm is in a state of collapse. It is no such thing. Twenty cent



Julius H. Barnes

cotton and ten dollar hogs will take care of a large part of our farmers with a measure of prosperity, but the grain-raising country has suffered and the grain-raising country has today the sunrise of hope before it.

Yet this is the situation: From the first of September until the first of October, in the very height of the crop-moving period of this country, the main channel of export outlet for grain in America, from Buffalo to New York, was practically closed. For thirty days the four great trunk lines that serve that channel of movement contracted no grain for movement. The grain moved from the West until it had congested and exhausted the elevator facilities of Buffalo—18,000,000 bushels. As soon as the unloading facilities were thus exhausted, the lake carriers, reflecting the apprehension of their owners that the boats would be tied up with undischarged cargoes instead of being returned, made an advance in the lake rates, in thirty days, from 2 cents per

bushel for the carrying of grain from Chicago and Duluth to Buffalo to 6 cents.

The rail rate from Buffalo to New York, on the published tariff, is 9 cents, but as I explained to you practically no grain was moving. The route that was open—the Erie Canal—with totally inadequate facilities, advanced the rate to 13 cents per bushel, paralleling the railroad, which was supposed to carry it for 9.

From Buffalo to Montreal is a water route. It is equipped with the facilities of forty years ago. It can handle a vessel of 250 feet in length, when the lake carrier of today west of Buffalo is 600 feet in length. That means that the carriers that operate on this 40-year-old route are limited in number, and limited more in carrying capacity. Thirty days ago those carriers were operating on a tariff from Buffalo to Montreal of 6 to 7 cents per bushel. Last Saturday 15½ cents was paid for the carriage from Buffalo to Montreal. That is the pressure of grain west of Buffalo seeking an outlet to foreign markets.

Foreign Advances Poorly Reflected

The effect of the market rise in prices has been this: In thirty days the foreign price of wheat has advanced 25 cents per bushel, the foreign price of corn has advanced 20 cents per bushel, because those markets are inadequately supplied. The market price in America of wheat has advanced 10 cents per bushel and of corn 10 cents per bushel. That is, the spread between the ultimate foreign price and that which should be reflected back to our farms has widened from 10 to 15 cents per bushel because of the lack of adequate facilities to move the crop pressing on the market in the west.

I make this statement out of thirty years' experience as a grain exporter, watching the diversion of grain from route to route for a half cent per bushel economy of one route against another. As a member of a trade that has been content for years to lift grain from the western primary markets, like Duluth, Port William and Chicago, and deliver it to Hamburg and Rotterdam and Liverpool and London for a charge of 1 cent per bushel, I make this statement that we have today four billion bushels of grain in the West, the value of which to the farmer in every market in the West is at least 10 cents per bushel below a proper relation with the European consumer markets. You take 10 cents per bushel, assum-

ing this continues through the crop year—and it won't, thank goodness—and it would mean a loss in farm revenues of \$400,000,000.

Over-Regulation of Railroads Blamed

I don't need to tell you business men, familiar with business, what the loss of \$400,000,000 of enlarged spending power to the grain farmers alone would mean to other industries in this country.

That train of evil, that train of economic loss to a basic industry of this country, follows, I believe from an over-rigid system of Government regulation over our railroads, which has extended over ten or twelve years. By a process of control of revenues without any responsibility for operating costs we have destroyed the earning power of our railroads. We have thereby undermined their credit, and from neither source, of earnings nor of credit, have they been able to maintain their equipment in a proper expansion with the growth of this country.

I said that the Chamber of Commerce of the United States claimed some credit for having lightened this hand around the throat of industry in this country, and particularly the railway industry, from over-regulation. Today, with this situation, it is proposed by farm senators in Congress that at this coming session they are going to restore the authority of state commissions to control railway rates. Just follow that a moment, gentlemen—forty-eight individual state commissions with no responsibility for the operating results of systems which must operate as a whole (many of them national in character) are going to assume a control in the interest of their own states of the revenues from the evil effects of which we have just escaped. You can depend upon it that the Chamber of Commerce of the United States will stand against that, and I hope with the unanimity of business support behind it.

THE VALUE OF WORK

Thank God every morning when you get up that you have something to do that day which must be done, whether you like it or not. Being forced to work, and forced to do your best, will breed in you temperance and self-control, diligence and strength of will, cheerfulness and control, and a hundred virtues which the idle will never know.

—CHARLES KINGSLEY.

New Race Track Now in Use on Our Lines

Dade Park, Near Evansville, Ind., Is in Kentucky, Although It Is North of the Ohio River

By A. W. WALLING,
Chief Rate Clerk, Evansville, Ind.

SATURDAY, November 18, marked the close of the first running races held on the newly constructed course at Dade Park, Ky. In the construction of this track the Illinois Central played an important part.

A tract of land lying alongside our rails on McClain's Branch had long been covered with fields of corn, but the owner of the land, being a true Kentuckian, foresaw its value as a race course and the idea, born over night, was soon materialized.

The project was begun in the spring of 1922, and the construction of the track was rushed with remarkable rapidity. The Illinois Central played no little part in this construction, and much credit is due C. C. Kunz, agent at Evansville, Ind., for the prompt and efficient handling of all materials to the track. At least 200 cars of



Entrance to Dade Park track

lumber, cement, brick, sand, etc., were handled by this company in record time.

Dade Park was the name chosen for the new track, in honor of A. B. Dade, one of the most renowned starters in the country. The Green River Jockey Club was organized, and construction was pushed with all possible speed. Although located officially in Kentucky, the track is on the Indiana side of the Ohio River, this being due to the fact that the river changed its course years ago.

This track is considered by racing experts to be one of the largest and fastest tracks in the United States, the oval being one and one-eighth miles in length, with two chutes—a mile chute at right angles to the grandstand and a seven-eighths mile chute. These chutes eliminate starts on the turn of the track, and all starts can be seen clearly from any place in the plant.

The park has a steel and concrete fireproof grandstand accommodating 6,000 persons. The pari-mutuel betting stand and the concessions are located under the grandstand. A mezzanine floor for women overlooks the mutuel plant. The lawn fronting the stand is terraced to afford an unobstructed view of the entire track.

An attractive and commodi-



Scenes at the Dade Park track



The Dade Park track in use

ous paddock, with horsemen's office quarters, is located about three hundred yards from the grandstand. This building is constructed of brick and stucco. The jockeys' house is above the paddock.

A parking space is provided to accommodate 2,500 automobiles. Sixteen concrete stables, of thirty-two stalls each, afford ample accommodations for the horses. A large feed barn affords a sufficient supply of feed.

With everything completed and hundreds of thoroughbreds on the scene, the first harness races opened October 19. Some of the best horses in the world competed in

these races. Peter Manning, the world's fastest trotter, performed against time.

The running races opened November 8 and lasted until November 18. Fair weather blessed each day, and the races were declared by old-timers to be among the best ever held in this country. Huge crowds were present every day, and some of the world's best thoroughbreds delighted the hearts of racing enthusiasts.

As a whole, the owner of Dade Park, the Green River Jockey Club, Inc., of which Lee Baskett is president, can well boast of its achievement, and the Illinois Central, in helping build the park, can add another laurel to its list of notable accomplishments.



Bluffs on our Western Lines. Left, ornamental stairway at Galena, Ill. Right, 11th Street elevator at Dubuque, Iowa

Development of Automatic Train Control

*Recent Order to Illinois Central and Other Roads a
Result of Experiments That Were Begun in 1888*

A recent order of the Interstate Commerce Commission requires the installation of an approved train control device on one passenger engine division of the Illinois Central in the territory between Chicago and Memphis. A committee consisting of general officers of the company representing the engineering, mechanical, operating and purchasing departments has been appointed to study the various devices now under development with a view of selecting one which will best meet service conditions.

AUTOMATIC train-stop or train-control devices have been defined by the Interstate Commerce Commission as systems or installations so arranged that their operation will automatically result in one or the other or both of the following conditions:

First, automatic train stop—the application of the brakes until the train has been brought to a stop.

Second, automatic speed control—application of the brakes when the speed of a train exceeds a prescribed rate and continued until the speed has been reduced to a predetermined and prescribed rate.

As a general explanation of the requirements of the commission, an automatic train-stop device shall be effective when the signal admitting the train to the block indicates stop and so far as possible when that signal fails to indicate existing danger conditions. An automatic train-control or speed-control device shall be effective when the train is not being properly controlled by the engineman. An automatic train-stop, train-control or speed-control device shall be operative at braking distance from the stop-signal location if signals are not overlapped or at the stop-signal location if an adequate overlap is provided.

Third Safety Device Called For

The two outstanding safety devices now used in the control and safe handling of trains are the automatic air brake and block signals, both of which have been developed to a high degree of efficiency after many years of experimentation, tests and actual service. It is now proposed to install and

develop a third safety device which will co-ordinate the two other devices, with the idea of eliminating accidents due to the failure of the human element.

Many inventions have been put forward in an attempt to accomplish this end. As far back as 1888 an installation was made on one of the eastern trunk lines. This device consisted of a glass tube connected to the train line air system and so located on the locomotive that when an attempt was made to pass a fixed signal in the stop position the tube was broken by an extra arm connected to the signal and extending toward the track, resulting in an emergency brake application. A passenger train on which this device was in service was automatically stopped in a tunnel, and the passengers were rescued only after considerable delay and discomfort. This resulted in the removal of this type of device, and no further installations of this character were made on steam roads.

First Official Action in 1906

In 1906 Congress directed the Interstate Commerce Commission to investigate and report on the use of, and necessity for, block signal systems and appliances for the automatic control of railway trains in the United States. This was followed up by the commission, which in its report recommended an investigation by official tests of automatic appliances for control of railway trains, with an appropriation to conduct such tests. In 1907 Congress appropriated \$50,000 to conduct this investigation. A special board, known as the Block Signal and Train Control Board, was appointed to carry on the work. For five years the board devoted its time to a study of the subject and to investigations and tests of various devices. The final report was made on June 29, 1912, in which it was recommended that eighteen devices merited further tests under operating conditions.

In 1913 Congress made a further appropriation of \$25,000 to cover the recommendations of the board. This work was assigned to the Division of Safety Appliances of the commission, later known as the Bu-

reau of Safety. This bureau continued the work until 1920.

In the Transportation Act of 1920 the Interstate Commerce Commission was authorized, after investigation, to order the carriers or any of them to install upon the whole or any part of their lines automatic train-stop or train-control devices or other safety devices which comply with the specifications and requirements prescribed by the commission.

The commission invited the co-operation of the American Railway Association in 1920, and as a result a joint committee on automatic train control, consisting of representatives of the signal section and the operating, engineering and mechanical divisions of that association, was appointed in November to co-operate with the Bureau of Safety.

This joint committee had the benefit derived from the study and report made on this subject by the automatic train control

committee of the United States Railroad Administration, which was appointed January 14, 1919, by the director general.

Intensified tests were made by the joint committee in co-operation with the Bureau of Safety of certain devices in service on steam railroads.

As a result of the information and data derived from years of study, the Interstate Commerce Commission deemed it opportune, in view of the development of the act, to issue order No. 13413, dated January 10, 1922, to forty-nine representative carriers to show cause why they should not install some approved system of train control on a full passenger engine division between designated points.

The hearing of the case was closed in Washington on April 15, and a decision rendered by the commission on June 13, 1922, wherein the designated carriers were given until January 1, 1925, to complete such installations.



Inhabitants of the Overton Park zoo at Memphis, Tenn., one of the best in the country. Photographs by H. D. McCormick, office of auditor of freight receipts, Chicago

Some Early Hardships on Western Lines

*Wash-Outs Were Common in Experience of George S. Myers,
and Chances Had to Be Taken in Order to Get Along*

**By GEORGE S. MYERS,
Pensioned Passenger Conductor,
Iowa and Minnesota Divisions**

I BEGAN work as a brakeman on the Dubuque & Sioux City Railroad in September, 1863. I worked there for three or four months, but, boy like, I wanted to see more of the world; so I resigned and went to Chicago, where I worked in several business places for some time. Fortunately or unfortunately, I met an old friend there one day who was a brakeman on the Rock Island, and he wanted a partner. I could not resist the lure of the rail; so I resigned my job and took a job braking with extra crews between Chicago and Rock Island. After a month or so our crews were laid off. I then went to Bloomington, Ill., and was employed by the Big Four between Chicago and Bloomington. O. Vaughn was trainmaster.

Father insisted I should return to the Dubuque & Sioux City Railroad, and although I had passed the age of 21 I did as he wanted me to and returned there to work as a brakeman, in which capacity I worked until the fall of 1866, when I was made a conductor. I got along very nicely, but in the fall of 1871 I resigned because the superintendent promoted a man around me to passenger service, saying that I was too young to be a passenger conductor. After that I engaged in farming for a while, but I finally returned to train service again on the Dubuque & Sioux City, because I wasn't satisfied anywhere else.

Very Nearly Got Into a Wreck

In those years we had some bad wash-outs. I remember on one occasion we had got as far west as Dyersville, where we found a bridge unsafe. Rain had been falling heavily all day. We could not go on west; so we turned our engine on the wye at Farley and started back to Dubuque. The caboose was full of passengers; so I rode on the engine to see that everything went along all right. Going into a big cut near Peosta we found about three feet of water over the track.

Our engineer, George Dumont, was an extremely careful man—almost too much



George S. Myers

so, we thought, because in those days you had to take a chance in order to get anywhere. We (the fireman and I) did not call his attention to the fact that the ties were floating for fear that he would quit and back up, and we felt sure we could go through. Finally we ran into a big bunch of ties and debris. George saw them

and would not go any farther; so we backed up to Epworth and tied up for the night.

The next morning things had cleared up to some extent, and we started out again. At Julien we met a section foreman who told us that sixteen bridges were gone between Julien and Rockdale. We then realized that George's carefulness had undoubtedly saved our lives. Had we attempted to go on, we would have run into these wash-outs. It developed that all the bridges between Cedar Falls, which was the end of the road at that time, and Dubuque were out. This taught me a lesson, and after that when we had a severe or extraordinary rain I tied up until the bridges had been inspected. At this particular time the road was out of commission for six weeks.

During 1867, 1868 and 1869 I ran between Dubuque and Iowa Falls daytime only. John Looby ran opposite me, and he has long years ago passed to the final terminal. In these days hand brakes were used, and engines had copper flues. Enginemen did not like to reverse engines, claiming it made the flues leak. The freight cars had hand brakes on one pair of trucks only. The brakemen had to be on top all the time, had to help wood up the engine at necessary points and also had to do many other things not known to the modern brakeman.

Started Work at \$28 a Month

My pay at the start was \$28 a month, twenty-four hours constituted a day's work,

and we got no extra pay for overtime—in fact, we didn't know what that word meant. The head brakeman had to go inside the water tanks and open a valve to take water. The water spouts were low, and one had to keep a careful look-out for them to avoid injury. The freight engines and cars were small, about twenty-seven tons making the largest cars, and fifteen or sixteen of them made a full train from Cedar Falls to Dubuque. An even one hundred freight cars, eight passenger cars and three combination mail cars constituted our rolling stock.

I was very fortunate during most of my railway life. No one was ever injured on my train except myself, and no one was ever killed. My caboose was never hit, and my engine never hit any other caboose.

On March 3, 1868, as we were going east, my engineer, James Wood, found some cattle on the track and called for brakes. My regular caboose was in the shop, and the car I had did not have any handholds beside the door. I stepped to the door to look out, grabbing for handholds, without thought, and fell out, breaking both bones in my right leg. This laid me up for seven months, but I was glad to come out of it with my own leg instead of a wooden leg.

There were no hospitals in those days; so I went to the home of T. W. Place, my brother-in-law, and Dr. G. W. Staples attended me. I got along pretty well for a number of years, but increasing age made me a cripple. October 1, 1909, I was pensioned. Doctor Owens, who was chief surgeon, called me to Chicago, as he wished personally to examine me. This he did, on account of my game leg. Otherwise, he declared, I was O. K.

On August 29, 1921, I lost my wife, the saddest, hardest blow of all, after forty-eight years of wedded happiness. I am now on my seventy-ninth year. My health is remarkably good; my sight and hearing, a little deficient. It is true life holds but little for me, but I am a Christian and will wait patiently until the good Lord calls me for my last trip.

INVESTMENTS

There is no sure way of telling a good scheme from a bad one, when it is first launched. All you can do, if you don't want to lose your money, is to keep out of schemes altogether, and put your money

into going properties.—HERBERT N. CASSON in *Forbes Magazine*.

Your Job—and You

I don't care whether you are polishing jewels for the works of a watch, or operating an electric crane that lifts tons of steel as if the load were a few feathers, or making little girls' dresses, or sweeping the factory floor—you will get out of your job exactly what you put into it.

The reason my writings are being published more and more widely isn't because I have exceptional ability as a user of words or any remarkably original ideas to startle the world into taking notice. Not a bit of it. The real reason is because I love to write, love to pass on whatever of cheer finds its way into my own mind and heart; because I mean what I write. If I were insincere, if I should write this kind of stuff merely for the dollars and cents of it, folks would be quick to detect that insincerity between the lines—and they'd quit reading.

If you look upon your work as a means only of bringing you to the weekly wage envelope, the contents of that envelope are likely to remain the same week after week, month after month, year after year. If the job in hand is an opportunity for you to see just how well it can be done—if you look upon every task as a chance for you to add to your skill—if you glory in being looked upon as a reliable, earnest, conscientious workman—you are on the way to better things.

The organization for which you work is you, multiplied by hundreds or by thousands. The spirit of the shop is your spirit. The real heart of the business is your heart.

Climb! Study the business. Know all you possibly can about your particular work. Then observe the other fellow's work. Know why this is done one way and that another way. Put the best there is in you into everything you do. Genius, you know, has been defined as an infinite capacity for taking pains. Take pains. As the business grows, grow with it. Grow in ability. Grow in usefulness. Grow in determination to improve your work.

Man, you've got to grow! Things are humming along faster than ever in the history of the world. Opportunity knocks at the door of every man until it nearly wears its knuckles off. Opportunity is knocking at your door right now—the opportunity to make yourself a tremendous asset to the firm through your loyalty and interest and effort.

Grab hold and pull with the team!—
JEROME P. FLEISHMAN.

The Story of a Real Soldier of Fortune

Guy Molony, New Orleans Police Superintendent, Saw Service in South Africa, the Philippines, Central America and France

"ONE of the most pleasant jobs I ever had was at Stuyvesant Docks," says Guy Molony, superintendent of police at New Orleans. "I thoroughly enjoyed my work and companions. Every one of the Illinois Central men I came in contact with was a good fellow.

"I was weighing grain there in 1914 and 1915, and I have regretted that my association with the Illinois Central System was not extended over a longer period. The work was tiring, and there was a lot of it; but it was a job that I could forget when I went home at night. I weighed more grain there under those pleasant circumstances than I ever hope to see again."

Mr. Molony has been a soldier most of his life and is at present a lieutenant-colonel in the army reserve. He saw service as a lieutenant-colonel in France during the World War.

When he was but 16 years old he ran away from home, went to South Africa and joined the British army. England was having trouble with the Boers in 1900, and she was draining Missouri of its supply of mules for army use. The animals were shipped in great numbers to New Orleans, where they were placed on boats and sent to South Africa. Mr. Molony says that he saw shipload after shipload sail out of the harbor in New Orleans, and the thought came to him that this would be a good chance to see the world.

Seeing the World as a Mule Tender

He obtained a position as a caretaker of the mules on one of the boats and sailed for the war zone. The ship landed at Port Elizabeth, South Africa, where the mules were unloaded. Mr. Molony says that he followed the last one on shore and stayed there. No effort was made to force him to return, because he had not been paid and the company would be that much ahead if he stayed ashore. But the small amount of money did not appeal to him, he says. The air there was easy to breathe, and he wanted to see more of the country.

He went to the British army headquarters and became a British soldier. That

was his opportunity to travel in Africa, he says, and before he was out things were happening too quickly to mention in a diary.

He went through several battles against the Boers without a scratch and returned to the United States in 1902. The love of the army life had gained a hold on him, and he still realized that there was much of the world that he had not seen. It was not long before he joined the United States cavalry.

After two years of training in this country, he was sent to the Philippines to help quiet an insurrection. He was kept in service there for four years. The next year after he returned to America, he was in a party sent to Nicaragua with machine guns.

A Soldier of Fortune in Central America

The trouble in that Central American republic lasted only a short time after the United States soldiers arrived; but trouble broke out in Honduras after they had departed, and our soldiers were ordered back to Central America. General Bonillas had declared and was conducting a successful



Guy Molony

revolution when the United States soldiers stepped in to interfere. And he went right on conducting his revolution, regardless of the presence of the boys from up north, Mr. Molony recalls.

"We were licked properly in Honduras," Mr. Molony laughed. "General Bonillas drove us to our ship, and we set sail for the United States. When we landed, we got hold of a second-hand American gunboat, returned to Honduras and took the country."

Mr. Molony remained in Honduras as an instructor in artillery and machine gun practice at a military school in Tegucigalpa until 1914, when he returned to New Orleans and accepted a position weighing grain on the bin floor of the elevator at Stuyvesant Docks.

While he was working there he enlisted as a private in the Washington Artillery at New Orleans.

In 1915 he was made a second lieutenant, and in December of that year he was called into service across the river from New Orleans, where martial law had been declared. He left his work at the Stuyvesant Docks with a sad feeling, he says, and he praises highly the privileges that he was allowed there.

The next year he was sent to the Mexican border and became a first lieutenant. He was a captain in 1917, a major and then a lieutenant-colonel in 1918. The last two promotions came in rapid succession, and he was sent to France in July of that year. He was overseas until September, 1919.

When he returned to New Orleans, he and his brother went into partnership in the trucking business, and he remained in that until he was appointed superintendent of police by the new Commission Council of New Orleans.

A Suggested Program for Self-Education

By DR. FRANK CRANE

There is hardly a young man or young woman who reads these lines who cannot give himself or herself a good general education. All that is needed is a determined will, unflagging courage and self-discipline.

Every one of them wastes time enough in four years to secure advantages equivalent to a college course.

Here is a program. Follow it, or as much of it as you can. Put in an hour or two every day at it. And it will do you more good than a million dollars. Go to the library. Get books of primary instruction and study:

1. Some language, as Spanish or French.
2. History of English literature.
3. History of the United States. Some good book on the Constitution and Government, history of politics.
4. Textbooks on economics. (Read "Progress and Poverty.")
5. Ancient history. History of Greece. Of Rome. Of Europe in the Middle Ages. History of England.
6. Composition. Textbook on grammar and English construction. Practice writing daily.
7. The Bible, together with history of Jews and the life of Jesus.
8. Selections of classic literature, especially Greek and Roman. Selections from the French, German and English classics.

Use translations. Take these along during your vacations.

9. History of art. Frequent the museums. History of music. Hear as much good music as possible. History of architecture.

10. Read textbooks on botany, physics, zoology, entomology, chemistry, geology.

Ask your librarian or high school principal or Y. M. C. A. educational director, etc., for more detailed information.

Don't be discouraged that this list seems formidable. Attack in detail. Always have your book with you. Pursue your studies as a fad, a fancy. Get all you can out of it.

Get the habit. It is just as easy to get as the magazine or novel or movie habit.

Be intellectually curious. Seek to know everything. Keep your mind open, alert.

And it will mean money in your pocket, power in your personality, culture, the companionship of the best people, freedom from cults and mob manias, and altogether a richer and fuller life.—*Reprinted by special permission of DR. FRANK CRANE.*

Let us commend to you the habit of rendering more service and better service than you are paid for, because it will do more than any other one thing to raise you to a position in which you will be indispensable to the business with which you are connected.—*Napoleon Hill's Magazine.*

Editorial

A HIGHLY IMPORTANT ADDRESS

When President C. H. Markham was invited to address the Railway Business Association at its annual dinner held in New York on November 9, the honor implied in the invitation was appreciated, since this meeting is generally regarded as one of the most important gatherings of business men of the year. This address was probably printed in full in more newspapers than any other address Mr. Markham ever made. Two examples of the widespread editorial comment made by the newspapers are printed in the Public Opinion department of this issue of the magazine, being the leading editorials which appeared in the Louisville *Courier-Journal* and the Atlanta *Constitution* of November 10. Mr. Markham's address in full will also be found in another part of this issue.

COURTESY IS APPRECIATED

It is sometimes discouraging to try to provide a smile and a cheery word for every occasion, when such efforts are met—as they frequently are—by suspicion or indifference; yet a sturdy continuance of courtesy is the thing that pays in the long run and earns for a public service institution, such as a railroad, a reputation that can be turned into cash for itself and for its employees.

Big business men know the value of courtesy, and they do not hesitate to express their appreciation of outstanding examples of thoughtful service. For instance, Henry B. Utley of Chicago, vice-president of the International Harvester Company, Inc., recently wrote like this to President C. H. Markham of the Illinois Central System:

"Prompted through some recent trips over your lines, I am writing to express my appreciation of the unusual courtesies extended by your road to its patrons—courtesies more pronounced, I am sure, than can be experienced on any other road in the land, or at least over any of the roads that I personally use with considerable frequency."

Mr. Utley himself gave an example of courtesy when he wrote that letter, for courtesy is thoughtfulness and good temper. Courtesy is the thing that makes life pleasant. We can't have too much of it on the Illinois Central System.

WHAT "ANTI-RAILROAD" MEANS

Suppose a candidate for high political office, such as governor or United States senator, were to make his antagonism to the farmers one of the principal issues of his campaign. Imagine him as favoring fixing the wages the farmers should pay their help and the prices they should receive for their products, with no provision whatever that prices be sufficient to cover the operating costs incurred as a result of fixed wages. Suppose, in short, that this candidate were to announce himself in favor of a policy which everyone who knows anything about the business of farming knows would drive practically every farmer in the country into bankruptcy, confiscate his property, and bring chaos and utter ruin to all classes of our population.

Such a candidate would be swamped under on election day—not alone by the votes of the farmers, but by the votes of all people possessed of the faculty of reason.

Our political processes are an interesting study. We have recently passed through a turbulent political campaign in which not one but many seekers of high political offices have based their campaigns principally upon their advocacy of a policy with respect to the railroads which is just as fallacious as the one outlined above, and which, if put into practice, would cause the utter ruin of farmers, business men, working people of all classes and trades, and of the country generally.

Every essential industry in the country, including agriculture, depends upon the ability of the railroads to render adequate service at all times. In recent years each recurrent period of business activity has found the railroads unable to furnish all the transportation required, and there have been widespread losses. If that condition

is to be corrected—and it must be corrected—the railroads must be enabled to earn a net operating income that will be sufficient to pay rentals of leased lines, interest on funded debt and dividends to stockholders, for unless they are enabled to do that they cannot hope to induce investors to provide the new capital required for constant expansion and improvement of the country's transportation machinery. It must be evident to every thinking person that such a constructive policy is not in the interest of any one class or group or faction alone; it is in the interest of every individual and in the interest of the country as a whole.

Why, then, do candidates for political office find it profitable to wage war upon the railroads, to advocate policies that every informed person knows will drive the roads into bankruptcy, confiscate their properties, and make the efficient functioning of the nation's transportation machinery impossible?

The first answer is that many persons are still blinded to reason by the prejudices which have been inherited from another generation. A decade or so ago the country was moved to a frenzy of anti-railway hatred by politicians and others who rose to power and influence on the storm they created, based upon the misdeeds of a few railway men. The history of American railroads is not unstained, any more than the history of any other great industry or the history of any great movement of any kind is unstained. Since history began, there have been men who have yielded to temptation. It is perfectly right and proper that effective safeguards should be erected about the conduct of the railroads to prevent the recurrence of abuses of power, and such safeguards have been erected. Is it the part of wisdom to allow the prejudices inherited from former times to move us to follow a course that can end only in our own destruction?

There is a second answer to the question, and that is that we as men and women identified with the operation of the railroads have neglected our opportunities to inform ourselves about the danger which threatens us and everything we hold dear if the destructive policies advocated by some politicians should be made effective, and consequently we have not fully utilized our opportunities to promote constructive treat-

ment of railway questions. We owe it to ourselves and our devotion to the progress and success of our calling to be ever mindful of the effect upon the railroads, and upon our communities, of the destructive policies which from time to time are espoused by vote seekers who prey upon the prejudices of unthinking people.

There is no reason to despair over the essential justice of government by public opinion, simply because of the effect it sometimes has of carrying into high offices those who ride upon the waves of prejudices and economic fallacies. As long as public opinion on railway questions can be dominated by misinformation, there will be politicians who will profit thereby. We can't cure the politicians, but we can educate the public, so that the politician who bases his campaign upon antagonism to the railroads will go to the same fate as one who would be foolish enough to base his campaign upon antagonism to farming or any other essential industry.

STANDARDS OF LIVING

The following figures have recently been given for average wages in various countries, using the dollar of the United States as a basis:

United States	\$30.32 a week
England	15.68 a week
Belgium	9.43 a week
France	8.69 a week
Japan	6.68 a week
Italy	4.86 a week
Germany	3.12 a week

While it is generally true, on account of lower levels of prices prevailing outside the United States, that these foreign wages mean more in their respective countries than they would in the United States, still it is equally true that the comparison, from the standpoint of the worker, is highly in favor of the United States. Our comparative level of prices is certainly not twice as high as England's, or four times as high as Japan's, or ten times as high as Germany's; and unless it is the workers of those countries are not as well off as we are. In army slang, the worker of the United States is "sitting on the world."

THE FASCISTI

Observers of world events are pointing to the lessons that are to be drawn from the recent victories of the Fascisti in Italy. George W. Hinman, writing in the *Chicago Herald & Examiner*, declares that class war-

fare has proved a two-edged sword, and that the losers in the economic upheaval that recently was brought to a climax in the overturn of the Italian government are those who could least afford to be defeated—the underpaid, the overtaxed, the oppressed, unemployed and impoverished.

According to Mr. Hinman, this scene in the great world drama had its setting in the end of the war. Communists, gaining power, took command of industrial institutions, but with the result that wrongs were not righted and grievances were not satisfactorily adjusted. Strikes spread rapidly, and soon the situation was chaotic. Starvation stalked, and many died. Out of the chaos came the Fascisti, a band of counter revolutionists, composed of members of the middle classes—those who opposed the industrial revolution.

Mr. Hinman's observations are summed up in these words:

"For the minority of a nation, even though an aggrieved minority, to draw sword or gun on all the rest of a nation—on its own way of earning a living and its whole sys-

tem of bread winning—is no longer a safe or sure way to victory."

The United States has not escaped the chaotic post-war reaction. We have had four years of readjustment, and in the way we have been traveling we have had to grope through the darkness of unrest and misunderstanding. We can, however, be truly thankful that we have kept ourselves committed to the principles which have made our country the world's economic leader, and in the turmoil and tumult, the confusion which is within and all about us, we have not swerved from the path.

Italy furnishes us one more example of the unwisdom of government based upon class consciousness. From it let us draw a warning of the danger that still threatens us. There are those who strive to incite class and group hatreds in America by preying upon human selfishness. They, not their victims, are to blame. Misguided labor representatives, politicians who would place the interests of one group or community above the interests of all whom they should serve—these are examples.



As a result of the failure of the city water supply at Effingham, Ill., the Illinois Central was recently forced to erect a temporary water station on the Little Wabash River, eight miles south of Effingham. Here are scenes showing work and the station in use. The work, which was completed November 7, was done by division and whole line waterworks forces under the direction of J. J. Sekinger, Illinois division supervisor of bridges and buildings; C. J. Scott, whole line waterworks foreman, and L. S. Meskimen, Illinois division waterworks foreman.

PUBLIC OPINION

What the



World Thinks

A PRESSING PROBLEM

The *Courier-Journal* publishes an address delivered in New York last night which should be read by everyone who has at heart his own and the public welfare.

The speaker was Charles H. Markham, president of the Illinois Central Railroad Company, and his subject was the existing railway problem, which is hardly more the problem of the railroads than it is the problem of the country and of every citizen of the country, who prospers as the country prospers.

No man is better qualified than Mr. Markham to define this problem, and certainly no man has defined it more intelligently, more comprehensively and more fairly than he has done in this luminous presentation of the case as it affects at once the railroads themselves, their employes and the public.

Let it be noted at the outset that Mr. Markham is not an opponent of public regulation of the railroads. "I believe," he says, "the railroads, because of their character and fundamental importance to all other business, should be operated under the supervision of agencies controlled by the public." But he does object to regulation based in erroneous conception of the railway situation—a conception which he frankly admits was partly due to the railroads' own faults. "I also believe," he adds, "that Government regulation as it has been practiced for fifteen years is almost wholly responsible for the decline of railway development and for the existing shortage of transportation."

And this decline and shortage, he holds, constitute a grave menace to the common welfare which demands the open-minded consideration of the American people, who in the end must be the arbiters of the policy of Governmental railway regulation as well as other Governmental policies.

The facts which Mr. Markham marshals as indicative of this menace are strongly impressive. He recalls that in the past periods of railway transportation shortage have come after years of general prosperity,

as a consequence of that prosperity, while we are suffering from the existing shortage at the beginning of a period of general prosperity—a shortage that is due to the inability of the railroads to increase their transportation facilities commensurately with the needs of business. Bad as the present situation is, hard as it is on the farmers, miners, manufacturers and all shippers of freight, what will it be if, as the indications are, the country is just starting on a revival of business, such as has preceded other transportation shortages, when the railroads were making normal increases of their equipment? "The outstanding fact regarding the present shortage of transportation," says Mr. Markham, "the significant fact which challenges our attention, is that it has been met at the very beginning of a period of business revival. In this respect it creates a situation unprecedented in the history of the United States—a situation which should cause every farmer and business man, every railway regulating official, every public man, every wage worker, to pause and reflect seriously."

While it is generally known that the railroads have fallen far behind in the necessary additions to their equipment, the figures which Mr. Markham cites on this point are alarming. The remedy for such an ominous condition is clearly suggested by the cause. The railroads have fallen so far behind because, as they have been regulated, they have been unable to earn as much as 4 per cent for their security holders, and consequently they cannot get capital to put into improvements. Money will not go to railroads as a free offering, and freight cars and locomotives cannot be built nor tracks maintained without money. Mr. Markham puts the whole case in a sentence when he says:

"The one thing, and the only thing, which ever will enable and cause the railroads to carry out a sufficient program of expansion will be to let them earn sufficient net return to raise the new capital required for that purpose."

All the remedies and regulations which have been tried or which may be proposed are worthless if they are not based on the principle that if the roads are to render adequate service they must be allowed to earn adequate net returns to pay the going rate and reasonable dividends on their bonds and stocks and to raise the new capital necessary to carry on a program of expansion.

Mr. Markham, in a good-tempered, broad-minded way, points out some of the obstacles to a fair solution of this serious problem—the misinformation and fallacies of a superficial understanding of the question, which have been carried into the regulative agencies created by the Government; the sins of omission and commission by the railroads; the duty of the public to acquire a true comprehension of the situation and the duty of the railroads to promote such a comprehension by unreserved candor in dealing with their employes and the public.

The *Courier-Journal* heartily commends the address as sound business and sound statesmanship.—Louisville (Ky.) *Courier-Journal*.

MR. MARKHAM'S ADDRESS

The address of President Charles H. Markham of the Illinois Central at the annual dinner of the Railway Business Association in New York yesterday evening is a remarkable analysis of the relationship between rail transportation and the public, with conclusions so eminently fair and reasonable, viewed from any angle of a subject that is clothed in entirely too much misunderstanding and prejudice, that it contributes very largely to a more concise understanding of the public responsibility in dealing with transportation problems.

As pointed out by Mr. Markham, the country today is face to face with the most acute car shortage in the country's history. It is particularly depressing now, when the country is beginning to emerge from a long period of agricultural depression due to closed foreign markets, for the very obvious reason that the balance of trade can be maintained only through the adequacy of transportation, and the product of the farm is available for cash to the producer only as that product can reach its ultimate markets.

Georgia has felt within the past season the menacing sequences of car shortage,

when great fields of perishables wasted for lack of transportation, and at many depots in the fruit and melon belts thousands of crates rotted, due to the inadequacy of rolling stock to move them.

In the corn belt and in the wheat belt, the same trouble—only to a much heavier degree—is being experienced, and the whole business fabric of the country today is being torn—at a moment when other conditions point to commercial and industrial rehabilitation—by the inability of the railroads to facilitate farm and commercial shipments..

The public has assumed, perhaps, that the recent shopmen's and coal miners' strikes have been responsible, and that the rail conditions will automatically adjust themselves now that these strikes are over.

Mr. Markham points out, conclusively, that while these strikes have aggravated rail inadequacy, the real and unmistakable reason is far more deeply rooted—a *decline in railway expansion and in railway development, due to a system of federal "regulation" that has yielded to the force of political demagoguery, and thus become a money "strangulation" rather than a reasonable and fair and progressive Government regulation.*

Business has expanded. This has been due to the natural order of things; and yet, despite the fundamental relationship of transportation to industry and the fact that commerce of every kind, agriculture of every branch, industry of every character, are all basically dependent upon transportation, the fact stands out with menacing boldness that, instead of commerce and industry expanding together, *a condition which could only mean a greater and firmer prosperity, the converse is true.*

While commerce has expanded, as best it could, with so great a handicap, transportation has declined to an even greater ratio—and as the situation stands today the momentum of that decline, unless quick action is taken to arrest it, must eventually pull commerce to its level. There is no other way to argue it.

Mr. Markham's address is remarkable in that—railway executive that he is—he stands firmly and immovably for the proper kind of Government regulation.

That is absolutely essential. The interlinking importance of rail facilities to every line of business, and business to rail development, makes the transportation line a quasi-public institution, and to that end

it should be operated under agencies controlled by the public. That does not mean, however, that so great an agency in general prosperity should be made the football of demagogic politicians, and that railroads shall be, through a wave of prejudice and passion, restricted from earning sufficient net return upon their investment to enable them to raise the new capital for the expansion so imperative to their own expansion, and correspondingly to public development.

If Government control arbitrarily fixes valuations to a point where net earnings on capital are cut down to below an attractive investment figure, the public will not absorb the rail securities, nor will the larger financial sources rescue the roads from the scrap piles. That has been seen and keenly felt here in Georgia, and prosperous communities have felt the sting of a federal policy of rail strangulation.

The point is, the public should get fixed in its mind that *its own interests are coincident with the interests of the transportation lines that serve it*, and that any reverses to one must of necessity be felt by the other. To that end a mutual helpfulness and co-operation should exist—with a wisdom of thought and action that should be just and fair to the roads and to the public.

The Interstate Commerce Commission has taken this view of it. The valuation commission has taken this view of it. The public has taken this view of it—and it is refreshing to see from the most excellent address of one of America's greatest rail executives that the transportation officials take this view of it.

So, it seems a better day is dawning. After all of these years in which the demagogues have had full sway against the railroads, and for which the public has paid and is paying the penalty, the country now seems to be reaching a point where public sentiment is ready and willing to give the railroads a fair trial.

This, however, should and will be done only with the hand of the public carefully at the throttle so as promptly to check any effort to acquire greater privileges than they have a right to expect.

A "square deal" all 'round is all that is necessary to solve the problem.—Atlanta (Ga.) Constitution.

AN INTERESTING MAGAZINE

We never pick up the *Illinois Central Magazine* without marveling at the ability of the editors to publish a monthly that is as full of interest as any of the national magazines. Even though one is not a member of the great Illinois Central family, the magazine has so much of interest that its monthly visit is looked forward to and welcomed.

This is just one part of President C. H. Markham's policy of compelling interest of the employes in the great railway system of which they are a part. And if it can be definitely ascertained, we believe that it will be found that the *Illinois Central Magazine* is a large factor in maintaining the morale of the railway system's force of employes.

You can pick up any number and you will find numerous articles not only interesting but informing, giving one new and broader ideas of a subject concerning which one might think that he was tolerably well informed.

The employe of the Illinois Central System is missing something if he does not read the *Illinois Central Magazine* regularly. Our idea, though, is that if any employe is not interested in this very readable monthly there is something very much lacking in the mental make-up of that individual.—Cairo (Ill.) *Evening Citizen*.

Work

Let me but do my work from day to day,
In field or forest, at the desk or loom,
In roaring market place or tranquil room;
Let me but find it in my heart to say,
When vagrant wishes beckon me astray,
"This is my work; my blessing, not my doom;
Of all who live, I am the one by whom
This work can best be done in the right way."
Then shall I see it not too great, nor small,
To suit my spirit and to prove my power;
Then shall I cheerful greet the laboring hour,
And cheerful turn, when the long shadows fall
At eventide, to play and love and rest,
Because I know for me my work is best.

—HENRY VAN DYKE.

The Home Division

Edited by



Nan Carter

Tested Recipes

ROSE'S FRUIT CAKE.—1 lb. salt pork (little or no lean), 1 lb. brown sugar, 6 eggs (well beaten), 1 cup sour milk, $\frac{1}{4}$ teaspoon baking soda, $\frac{1}{2}$ lb. each of currants, raisins and nut meats, $\frac{1}{2}$ lb. lemon, orange and citron peel (mixed), 1 teaspoon each of cinnamon and cloves, 2 cups flour, 2 teaspoons baking powder. Run the pork and fruit and nuts through the food chopper. To the beaten eggs add the salt pork, brown sugar, flour sifted with baking powder and spices, sour milk in which soda has been dissolved, fruit and nuts. Bake in loaf pan.

BAKED PORK CHOPS.—Butter a casserole and slice a layer of potatoes over the bottom; season with salt and pepper and sprinkle with bits of butter; continue in this way until the dish is two-thirds full, and pour in enough milk to cover. Bake half an hour, then place over the top a layer of pork chops. Season with salt and pepper, cover and bake until the chops are done.

The following recipes were contributed by Mrs. J. Milton May, wife of the assistant chief clerk, Poydras freight station, New Orleans:

FLOATING ISLAND.—Beat whites of 2 eggs into froth. Place on fire in saucepan 2 cups sweet milk. When near boiling point add froth. Do not stir. When milk comes to boiling point froth will solidify and come to surface. Remove froth from milk with skimmer, placing in bowl. To the yolks of 2 eggs add sugar to taste, mixing well the while. Combine this mixture with milk used in cooking froth, adding 1 teaspoon flour dissolved in a little cold water. Place on slow fire, stirring slowly, until boiling point is reached and mixture thickens. Add teaspoon vanilla. Pour over froth, dotting islands with jelly. Place in refrigerator to cool.

BREAD PUDDING.—Cut 3 or more cupfuls of stale bread into half-inch cubes. Place in a pudding pan; moisten bread with warm water or sweetened milk if preferred. Add $\frac{1}{2}$ cup seedless raisins, scattering well

among cubes. In separate bowl mix yolks of 3 eggs, 1 teacup of sugar, 1 tablespoon butter, 1 cup sweet milk. Flavor to taste with vanilla. Pour this mixture over bread, stirring lightly. Bake 20 minutes in moderate oven. Cover with meringue (made by beating whites of eggs to stiff froth with $\frac{1}{4}$ cup sugar), and place in oven to brown.

How to Be Popular

A cold manner freezes like ice and gives an expression to the countenance, gloomy and hard, that nothing can efface. Like a cold handshake, it gives us a disagreeable chill. Cultivate courtesy, kindness and graciousness, and you will learn a secret that will attract people and make them indulgent even to your faults. Normal beings have little patience with those persons who are always "kicking." Give to the world a sour facial expression and disagreeable manner, and the harvest you reap will be bitterness, loneliness and loss of friends.

Foot Comfort

Sprinkling dry sulphur over soft corns will eventually remove them. A cold foot spray every morning and evening is helpful for tired, aching and swollen feet. Try the tonic effect of the full pressure of the cold water from the faucet upon the feet. Dry thoroughly. After the bath rub the feet with alcohol and dust with boric acid.

Household Hints for Home Makers

A letter sealed with white of an egg cannot be steamed open.

As soon as tongue is boiled tender, run cold water over it for a minute, so that the skin will slip off easily.

Bread will have a soft crust if it is wrapped in a clean cloth as soon as it comes from the oven.

Candles for table decoration will not drip if placed on ice for two hours before using.

Stuffed prunes are delicious and easily prepared. Wash prunes in warm water, dry, remove pits and place in warm oven until plump. Fill centers with marshmal-

lows. Or the centers may be filled with peanut butter which has been mixed with a teaspoonful or two of cream.

An experienced painter advises wiping up newly varnished floors with a soft cloth dipped in ice water. This may be done twenty-four hours after the varnish has dried.

Whites of eggs for frosting or cake mixture should not be beaten too long in advance of use, as the stiffly beaten whites liquefy on standing and cannot be beaten light again.

Cut flowers, particularly roses, will last a long time if treated in this way: Clip the end of each stem and place in water, removing all leaves and thorns below the water line in the vase. Repeat the clipping process and add fresh water frequently.

Smart Sayings of Our Babies

Our readers are requested to send in the smart sayings of our babies so that we may print them. Address EDITOR, HOME DIVISION.

Little Rosemary was to attend a children's party, but on the way home from school lost the envelope containing the invitation. Arriving home, she said: "I was

Home Ownership

A man who has spent most of his life in social work recently said that he had practically reached the conclusion that the most effective way of attacking modern problems would be to inaugurate a permanent, nationwide campaign for home ownership.

His idea is that the source of most of our present-day trouble is the lack of family stability.

The home owner does not desert his wife and children.

He does not suffer from wanderlust. He takes a strong interest in his community.

The purchase of his own home arouses his ambition, his thrift, and his industry.

Being permanently located, he is a better husband, a better father, a better citizen, and a better worker.

The more you think about this matter, the more you will be convinced that it is fundamental.

The strength of the small towns of this country is rooted in home ownership, and, without stretching the truth, it may be said that the unrest in the large cities is due to lack of home ownership.—*Oxford Ledger*.

going to Mazie's party tomorrow, but I 'spose I'll have to stay home now, 'cause I lost my specifications."

The children had a newly constructed teeter-totter, and all the neighbor children were invited into the yard to play. Shortly after, Betty rushed in and said: "Mamma, what you think—Evelyn's mother won't let her teeter on our totter."—Mrs. R., *Dubuque, Iowa*.

OUR BABIES

No. 1 is James Howard, 27 months old, son of E. F. Oates, signal maintainer, Nortonville, Ky.

No. 2 represents a full train crew: Marion William, 8 years old; William Hiram, 6; Willard Woodrow, 4; Jefferson Joshua, 3, and Herman Edward, 1, sons of Conductor W. M. Walker, Carbondale, Ill.

No. 3 is D. Terrell, Jr., 2 years old, son of D. Terrell Overby, instrumentman, Kentucky division.

No. 4 is Charles Everett, 15 months old, son of Mrs. Clarence W. Briest. Mrs. Briest, formerly Miss Mabel Stone, was employed in the telephone department at Central Station, Chicago, for eight years.

No. 5 is William R., Jr., son of W. R. Crockett, chief operator, Memphis, Tenn.

No. 6 is John Gilmer ("Jack"), 6 years old, son of J. R. Lessel, assistant engineer, bridge department, Chicago.

No. 7 is Henry Louis, 1 year old, son of Dispatcher William Vollenweider, Dubuque, Iowa.

No. 8 is Charles Edward, 13 months old, son of J. C. Blackwell, stockkeeper, Jackson.

No. 9 is Joseph, Jr., 17 months old, son of Brakeman J. H. Mulvaney, Indiana division.

No. 10 is Glenn R., 3 years old, son of Engineer P. A. Plowman, Wisconsin division.

No. 11 is Willard C., 3 years old, son of Zed H. Ratliff, locomotive engineer, Council Bluffs, Iowa.

No. 12 shows a roundup of the New Orleans division babies living at Natchez, Miss. Top row, left to right:

Thomas S., Jr., 4½ months old, son of Rate Clerk Thomas S. Bloodworth.

Helen Louise, 10 months old, daughter of Engineer Gus Day.

Elizabeth Howard, 2 years old, daughter of Ticket Clerk Bartlett L. Harper.

Bartlett Lewis, Jr., 4 years old, son of Ticket Clerk Bartlett L. Harper.

Walter A., Jr., 12 months old, son of Ticket Agent Walter A. Lowry.

John Newman, Jr., 18 months old, son of General Foreman John Fox.

Neal A., Jr., 18 months old, son of Chief Clerk Neal A. McLean.

Bottom row, left to right:

Ernest D., Jr., 6 months old, son of Station Accountant E. D. Goza.

Keary Catherine, 2 years 3 months old, daughter of Clerk W. K. Collins.

Kneeland, 4 years old, son of Division Special Accountant R. K. Holman.

Fred Cook, Jr., 3 years 2 months old, son of Car Inspector Fred C. Beacham.

No. 13 is Alice Imogene Ray, 3 years old.



daughter of operator at Nortonville, Ky. Alice and James, No. 1 above, are playmates.

No. 14 shows Newell, 10 years old; Edwin, 11 months; Wallace, Jr., 5 years, and Muriel, 8 years, children of Engineer J. W. Murphy, Vicksburg, Miss.

No. 15 is Kathryn Dean, 4½ years old, daughter of Supervising Agent T. D. Clark, Fulton, Ky.

No. 16 is Helen, 4 years old, daughter of Operator J. L. Pixley, Minnesota division.

No. 17 is Helen Alberta, 5 years old, daughter of C. J. Sawyer, section foreman, St. Gabriel, La.

No. 18 is Mary Alice, sister of William, No. 5 above.

No. 19 is Mary Jones, daughter of J. Hart, section foreman, Rolling Fork, Miss.

No. 20 is Lydia May, 1 year old, daughter of R. E. Friel, agent, Plato Center, Ill.

No. 21 is Virginia, 4 years old, daughter of Brakeman H. L. Corn, Indiana division.

No. 22 is Joanne, 2½ years old, daughter of H. E. File, clerk, office of operating vice-president, Chicago.

No. 23 is Gail Brodhead, 4 years old, granddaughter of Conductor H. L. Crawler, and Zip, her constant companion and play-fellow. Conductor Crawler has been in the service for twenty-six years on the Chicago terminal division.

No. 24 is Mary Lydia, 3 years old, daughter of Operator J. H. Blane, Woodstock, Tenn.

No. 25 shows Hazel, 4 years old, and Earl A., Jr., 6 months old, children of E. A. Truett, clerk, master mechanic's office, Water Valley, Miss.

No. 26 is Annie Lynn, 3 years old, daughter of C. B. Sauls, division storekeeper, McComb, Miss.

He Fathered the Postoffices on Wheels

October 27 was the one hundredth anniversary of the birth of George Buchanan Armstrong, founder of the railway mail service in the United States. He was born in County Armagh, Ireland, October 27, 1822. His parents emigrated to America in 1834. Twenty years later the man who was to revolutionize the United States mail service, came to Chicago as assistant postmaster.

In 1864 Mr. Armstrong proposed a scheme of a "postoffice on wheels" as a national enterprise. With the official sanction of Postmaster General Montgomery Blair, the scheme was given a tryout on the Chicago & Northwestern Railroad between Chicago

and Clinton, Iowa. It was not the first time such a car had been used, but its operation marked the beginning of the country-wide system.

Mr. Armstrong furnished the plans for the first complete railway postoffice cars, and when his system was extended to all other trunk lines he was appointed chief superintendent with headquarters in Washington. He died May 5, 1871.

In the vestibule of the Adams Street entrance of the Chicago postoffice there is a large bronze bust of Mr. Armstrong, which stands on a granite pedestal. It was erected as a memorial by the employes of the railway mail service.

Our Monthly Roll of Honor

Below is a list of employes retired at the meeting of the Board of Pensions October 31:

Name	Occupation	Years of Service	Date of Retirement
William B. Curley.....	Engineman, Kentucky Division.....	43	7/31/1922
Ira D. Farrington.....	Conductor, Kentucky Division.....	20	7/31/1922
William G. Kruger.....	Conductor, St. Louis Division.....	27	9/30/1922
Eugene Hickie.....	Section Foreman, Galena, Ill.....	36	10/31/1922
Louis J. Richter.....	Machinist, Champaign, Ill.....	44	10/31/1922
William C. McConnell.....	Train Baggage-man, Springfield Division...	24	10/31/1922
William D. Youngblood.....	Section Foreman, Owens Wells, Miss.....	19	9/30/1922

The following deaths of pensioners were reported:

Name	Occupation	Date of Death	Term as Pensioner
Henry C. Collins.....	Section Foreman, Springfield Division...	9/21/22	10 years
Joseph H. Verran.....	Foreman, Burnside Shops.....	9/ 7/22	2 years
Thomas W. Place.....	Master Mechanic, Minnesota Division.....	10/ 9/22	21 years
Alexander McCall (Col.).....	Laborer, St. Louis Division.....	10/11/22	6 years
Louis H. Kell.....	Section Laborer, Louisiana Division.....	8/19/22	2 years
Scott Fox (Col.).....	Foreman, Louisiana Division.....	9/23/22	9 years



Five Veterans of the Memphis Terminal

Four Are Negro Roundhouse Workers; H. L. Arnold Efficient in Nonconnah Shops

H. L. ARNOLD, general car foreman at the Nonconnah shops, Memphis; Tandy Baker, negro hostler at the roundhouse in Memphis; John Williams, negro turntable operator at the roundhouse in Memphis; James Johnson, negro boiler-maker at the Nonconnah shops, and Tom Ellis, negro laborer at the roundhouse at Nonconnah shops, are the five oldest employes in point of service on the Memphis terminal division. Each of these men has been in the service for more than thirty-eight years, and one claims to have started working forty-seven years ago.

Mr. Arnold has helped to increase the efficiency of the car repair work at the Nonconnah shops since he was made the car foreman there in 1914. He entered the service as a section laborer in 1884. Baker started working as a brakeman at Water Valley in 1878. Williams was loading ties and bridge timber in 1880. Johnson began railway work as a laborer in 1875. Ellis entered the service in 1880.

Speeded Up Shop Efficiency

H. L. Arnold, general car foreman at the Nonconnah shops at Memphis, says that 500 men now are doing 50 per cent more work than 720 did when he first was made general car foreman there eight years ago.

When he became the general car foreman at the Nonconnah shops in 1914, 782 cars were waiting on the tracks to be repaired and rebuilt, and 200 of them had been there for a long time. The company had changed the foreman there three times within a year, but it seemed impossible to clear up the increasing amount of work, he says. Mr. Arnold had been there but four months when the work on the 200 delayed cars had been completed, 145 other cars put back into running condition and the present car shed built. The average rebuilds per month before he arrived had been from eighteen to twenty cars, but he increased the number to from eighty to ninety in spite of the fact that many of the men were being used to construct the shed. The record month at the Nonconnah shops during Mr. Arnold's experience was August, 1916, when 134 cars were rebuilt, in addition to all the heavy,

medium and light repair work. Mr. Arnold has been in the service of the company since November, 1884. His first work was as a laborer on a section at Tickfaw, La., where he remained for three years.

Became Car Repairer in 1887

The carpenter's trade appealed to Mr. Arnold, and in June, 1887, he accepted a position as a car repairer in the shops at McComb, Miss. For four years he helped build new cars, repair cars and remodel box cars into fruit cars; then he was transferred to the planing mill, where he operated a machine for about three years. At the end of that time he was made the mill foreman.

In 1900 Mr. Arnold was transferred to the roundhouse, where he repaired engine cabs; and the next year he was appointed lumber inspector between New Orleans, Louisville and Cairo. There were four inspectors then. Their duty was to inspect the lumber for shop use, then consign it to the various shops.

He returned to the shops at McComb as mill foreman in 1903 and found that many new machines had been installed as well as a slightly increased force.

Two years later, Mr. Arnold was elected mayor of McComb. He was appointed the general car foreman the same year. He served as mayor for seven years, during which time three new school houses were built there. He remained there as the general car foreman until 1914, when he was transferred to the Nonconnah shops.

Helped Take No. 4 Into Memphis

Tandy Baker, negro hostler at the roundhouse in Memphis, says that he was the fireman on No. 4 when it made its maiden trip from Canton, Miss., to Memphis in 1897. Prior to that time, No. 4 ran on the old main line by way of Jackson, Tenn.

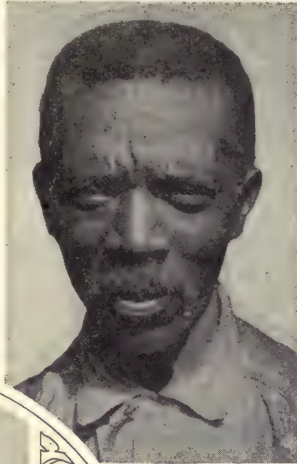
Baker entered the service in November, 1878, as a brakeman at Water Valley, when he was 21 years old. He worked among the links and pins only three weeks and then became a fireman.

A fireman in those days did about all the

Veterans of the Memphis Terminal



James Johnson



Tom Ellis



H.L. Arnold



Tandy Baker



John Williams

work there was to be done on an engine, Baker says. He filled the boiler with water, loaded the wood on the tender, scraped the smoke stack, made the fire, polished the brass and cleaned the engine, inside and out. The latter was not so much of a job as it is today, he says. The wood burners kept fairly clean during a run. But that brass! It had to be polished, not merely wiped off, and there seemed to be hundreds of brass things on each engine, he says.

Business was falling off at the time, just after the yellow fever. The company reduced its force the next spring, and Baker lost his job. He was out of railway work until fall, when he again began firing out of Water Valley. He was in that service until April 1, 1894, when he was taken out of the service again.

For a year he did no railway work, and then he obtained a position as fireman at Memphis. Four months later he was transferred to Water Valley, and he stayed there until 1901, when he was sent back to Memphis and placed on a freight run to Canton, Miss.

In 1910 Baker was made hostler at the roundhouse in Memphis, and he has been in that service since.

Started His Service 42 Years Ago

John Williams, negro turntable operator at the roundhouse in Memphis, started his railway career forty-two years ago, when he was 21 years old, but he has not been continuously in the service. Swamp fever and rheumatism have forced him to stop work several times.

He started work in January, 1880, loading ties and bridge timber between Jackson, Tenn., and East Cairo. In the fall of the same year he was placed on a section at East Cairo.

The latter part of January, 1881, he says, high water ruined the right-of-way and nearly everything else at East Cairo. It was two months before good service was resumed.

When the gauge was narrowed to standard, John was sent to a section at Grand Junction, Tenn. This was soon after the damage done by the high water at East Cairo had been repaired, he says.

After two months at Grand Junction, he was sent to Bolivar, Tenn., and then to Jackson, Miss., to put down new steel. Later he went to Medina, Tenn., and had worked but three months when he had to

stop on account of having the fever. He was able to hunt and fish for food at times, but could not return to work until 1897, when he was given a job as brakeman between Memphis and Paducah.

On November 17, 1898, a link-and-pin coupler took away two fingers of his left hand and put an end to his braking. He was out of work then until July 10, 1902, when he became a laborer at the roundhouse in Memphis.

A year later, he became a hostler there. He remained in that work for eighteen years.

During the latter part of that service, his rheumatism became so severe that he was unable to keep up with the engines. It was difficult for him to climb in and out of the cabs.

He started operating the turntable in March, 1921,

Helped Coal Engines by Hand

Tom Ellis, negro laborer in the roundhouse at Nonconnah shops, entered railway service in 1880 at Memphis for the Mississippi & Tennessee Railroad and has been in that city since.

Tom's first work was as a section laborer in the yards. The Union Station in Memphis now stands on the ground that he stirred up many times in his younger days.

After about two years, he was transferred to roundhouse work. His chief duty was coaling engines, he says. It was all done by hand. Every shovelful was placed in the tender by the same method that it was taken out and fed to the fire, for there were no coal chutes then. In Tom's spare time he wiped engines and served as an assistant to the mechanics and boiler-makers.

In 1898 the duty of call boy also was added to his list, and it was not long until this work crowded out all the rest for him. He was made night call boy, and he continued in that service until May 20, 1914, when he was transferred to the new Nonconnah shops as a laborer in the roundhouse. Most of his time has been spent in wiping engines there since.

Used to Chop Up Engine Fuel

James Johnson, negro boilermaker at Nonconnah shops, began his railway career as a track laborer on the old Mississippi Central Railroad in 1875 on what was then known as the Chatawa section. His early days were spent on the old J. J. White plan-

tation, and when he reached the age of 15 he obtained his first railway job.

Johnson was one of those who labored strenuously during the levee overflows which affected that portion of Mississippi in 1876. He worked night and day, receiving only occasional rest, in an endeavor to keep the avenues of commerce free from interruption.

After the high water had receded in 1876, he obtained employment with Joe Beck, who was in those days furnishing the Mississippi Central with the wood that was being used as fuel for its locomotives. He relates that back in those days, when there were no coal-burning engines on the Mississippi Central, it was necessary to go out in the woods and chop down trees and then cut them into pieces small enough to be used in a locomotive. He says that on numerous

occasions while he was working in this capacity on one side of the right-of-way the other side would look to him like a zoo. Deer, panthers and bear would be constantly roaming the woods in search of food and water.

When coal began to be the fuel preferred for use in locomotives, the job of the wood-chopper became obsolete. March 1, 1878, Johnson got employment as a boilermaker helper at the McComb shops under F. B. Barclay, then the master mechanic at that point, now the superintendent of motive power at Memphis. Johnson worked continuously in that capacity until June 1, 1912, when he was transferred to Memphis as a boilermaker handyman. December 31, 1916, he was promoted to first-class boilermaker, in which position he has since been constantly employed.

Iowa Division Loses a Popular Conductor

S. A. Spinharney, veteran conductor of the Cherokee district, Iowa division, who died October 27, was born in 1862 in Sheboygan County, Wisconsin. He came to Iowa with his parents in 1869 and was married to Miss Sophia Bush in 1885. He farmed in Cherokee County for nine years and then started his railway career in 1894 as brakeman on the Illinois Central. He was promoted to conductor about five years later. He was promoted to his first regular passenger run about three years ago.

Paralysis was the cause of his death. He had a stroke of paralysis a year ago last February, but had almost completely recovered from it. He said he felt better the night of October 26 than he had in two years.

The funeral was held Monday, October 30, from the Immaculate Conception Church at Cherokee, burial being at Cherokee also. Solemn requiem high mass was sung by the Rev. Father Masterson of Cherokee, assisted by the Rev. Father Desmond of Fort Dodge and the Rev. Father Cooke of Marcus, Iowa.

Mr. Spinharney leaves a wife and eight children: Frank J., Barnum, Iowa; Mrs. W. C. Fuller, Mobridge, S. D.; Fred H., Omaha, Neb.; LeRoy J., Cherokee; Mrs. Charles Thoman, Cherokee; Mrs. Dewey Kennedy, Cherokee; Dorothy and Stephen, Cherokee.

There are also four brothers and six sis-



S. A. Spinharney

ters living: Mrs. Amelia Bush, Oakland, Cal.; Mrs. Laura Rogen and Mrs. Mattie Anderson, Fresno, Cal.; Mrs. Lucy Sailor, Los Angeles, Cal.; Mrs. Matthew Schuh, San Francisco, Cal.; Mrs. James Breen, Sioux Falls, S. D.; James H., Cherokee; Charles, Burns, Mont.; Edward, Oklahoma; Albert, Los Angeles, Cal.

The large number of friends who attended the funeral, many coming a long distance, was a tribute to him who had spent his whole life among people of this community and whose years of faithful and efficient service with the Illinois Central Railroad had won him a place in the hearts of all who had been privileged to know him.—L. J. S.

CONSULTING THE PUBLIC

The public is always right; conceal nothing from the people; take them into your confidence; ascertain the desires of the masses before putting into effect any radical changes. In other words, make the public feel that they are partners in the management of the system.—C. W. RICHARDS, in "Aero."



Not Anxious for a Tie

THE high-powered car was speeding toward a railway crossing when a train rounded the bend a mile away. The two men in the front seat, both racing fiends, began an argument as to whether or not they could beat the train to the crossing. The driver insisted he could easily make it; his companion insisted that the train would beat them by several minutes. The argument and the speed increased, and the train rolled swiftly on. Finally a passenger in the rear seat could stand it no longer. Frantically clutching the side of the car, he shouted: "I don't give a d—— who wins this race, but I hope it ain't a tie."

Taking a Mean Advantage

Two young employes of a florist were recently startled by the appearance of the proprietor while they were engaged in a game of checkers in the back of the shop. Justly indignant, the proprietor roared:

"How is it that I hardly ever find you fellows at work when I come back here?"

"I know," volunteered one. "It's on account of those rubber heels you wear."—*Everybody's Magazine.*

Service in Spite of Everything

A passenger on one of our high-class passenger trains took a berth at Chicago and requested the porter to put him off at Centralia, remarking that he was hard to awaken; regardless of any protest he might make, he wanted the porter to make sure that he was put off at Centralia. The next morning, when the passengers were in the wash room of the sleeper, many miles south of Centralia, our friend from Chicago walked in and asked the porter why in the world he was not put off at Centralia as requested. The porter, a little worse for the experience, with his eyes and face badly swollen and scratched, exclaimed: "My

Gawd, boss, who do you suppose that man was I put off at Centralia?"—D. M.

English as She Is Spoke

Explaining that trickle means "run" and narrative means "tale," the teacher asked for a sentence containing both words, whereupon Billy offered the following:

"The big yellow dog trickled down the street with a tin can tied to his narrative."
—From J. M. M.

Rough Stuff in the Movies

The slang phrases used by motion picture cameramen and electricians give studio visitors a first impression that they have blundered into a chamber of horrors.

Laurette Taylor found her first few days' work before the camera marked by moments of involuntary shudders. Photographer George Barnes' technical language was responsible.

"Hit the baby," cried Barnes, and Miss Taylor's eye glanced in all directions for an infant about to be brutally swatted.

Before she could satisfy herself that there was no baby in the studio, Barnes cried: "Kick the twins! That other baby's sick; kill it!"

Here was not only assault and battery, but first degree murder. Miss Taylor shuddered.

But Mr. Barnes continued shouting his atrocious orders: "Bring up those two niggers. Kill the sun. Hit her with the glass reflector. Will the spotlight hit her as she walks by?"

Then it was explained to Miss Taylor that when the camera-man spoke of "the baby" he meant the small spotlight, that "the twins" were the twin arc lights, "the sun" was the sunlight arc, "the niggers" were the black shades used to keep the glare from the camera lens and that "hitting her" meant merely for the light to strike her.

Speaking About Loyalty

On a railroad a great deal is said about loyalty. It reminds the writer of the story of a carrier pigeon which never failed to return within a prescribed time. The owner of the pigeon often wagered with his friends regarding the time it would require for the bird to return from certain distances. On one occasion a friend offered to wager him that the bird could not return from a certain point within twelve hours. The wager was taken and the bird shipped to the pre-

scribed point. Relating the story, the owner of the bird said that his friend clipped its wings so that he might win the wager. Asked if he did not hate to lose the wager under such circumstances, he replied that he did not lose. His friends were astonished.

"Did the bird get back?" they asked.

"Yes," the owner replied, "but he had mighty sore feet."—D. M.

Safety, First, Last and Between Times

"Do you use the block system here?"

"No," replied the conductor. "We ain't got no use for the block system, stranger."

"Oh, I suppose then you use electric or pneumatic signaling?"

"No; no use for them, nuther."

"Then you have train dispatchers and give train orders by telegraph?"

"Nope."

"But when you stop between stations, you at least go back a hundred yards and flag the rear?"

"Nope."

"Then," said the passenger, angrily, "all I've got to say is that this road is run in a criminally reckless manner. Why, you're simply inviting collisions."

The conductor frowned and, taking out a plug of tobacco, snapped off a chew viciously.

"Stranger," he said, "if you don't like this line, say so, and I'll stop the train and you can git off and walk. I'm the president of the line and the sole owner. This is the Great Southern Central, and, stranger, don't you fergit it. She's seven miles and a half long. She runs from Paint Rock to Nola Chucky. This is the only train that travels on the Great Southern Central, and what you hear snortin' ahead is our only engine. We ain't never had a collision. What's more, we never will. Now, stranger, are you satisfied, or do you want to git out and walk?"—*Epworth Herald*, via W. MACM., Export and Import Department.

Every Man His Own Mechanic

A city man, driving his automobile along a little used country road, heard something rattle beneath his car, stopped, looked back and saw a bright metal object lying in the road a short distance behind. It was a plow-point, evidently lost by some farmer.

It was fully half an hour before the next car came along, and its occupant, seeing the first man flat on his back under his

vehicle by the roadside, stopped and asked what the trouble was.

The city man emerged and held up the plow-point.

"This blooming thing dropped off my car," he said, "and I've been hunting for half an hour to find out where it belongs."—*Everybody's Magazine*.

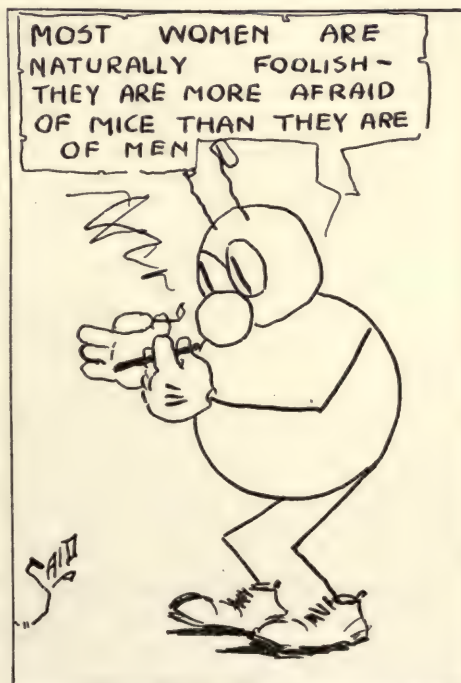
The Cow That Said, "Boo Hoo!"

Engineer D. G. P. of Clarksdale, Miss., sends us the following clipping:

"If the Soo Line Railroad intends to be fair to Anton Peterson of Hermansville, Mich., it will send him a check for \$100 for the loss of a cow. Anton filed a claim for that amount against the railroad, claiming to be a 'poor feller' who had not paid for the cow himself. He wrote:

"'Ay was sitting on my fence watching my blak kow eat the railroad grass and your big engine come down and kill my kow and hit my kow between the crossing and the telephone post and he cut the to legs off by the tails and his hed he lay on the odder side. I holler at the man what was makin the cars run but he don't stop, so I go back to my kow and he yust say boo hoo and he die in my arm.'"

INKID SAYS—



CLAIMS DEPARTMENT

\$5,500 Verdict Set Aside

The Rev. H. E. Baker of the Bethel Church, Emden, Ill., sustained an injury to his right arm in an automobile grade-crossing accident on the Illinois Central near Latham, Ill., October 2, 1920. In a suit filed by him for \$20,000 against the Illinois Central, he was awarded a verdict by a jury for \$5,500 in October, 1921. The railway company appealed the case, and the appellate court has recently set aside the verdict.

Rev. Mr. Baker, with his wife and three small children in the automobile, drove upon the railway track on a public highway in front of an approaching passenger train. It was contended, as is usual in all automobile grade-crossing accidents, that the crossing was dangerous and that the engineer failed to sound proper warning signals. The railroad contended that Rev. Mr. Baker failed to exercise the care required of one about to cross a railway track.

The railway company deeply sympathizes with Rev. Mr. Baker for the injuries sustained by him in this accident, but not until motorists stop their automobiles, look and listen before attempting to cross railway tracks will such accidents diminish.

Railway companies are anxious to prevent these numerous and distressing grade-crossing accidents. They have appealed to the public through the posting of notices and warnings and also with the assistance of the civic institutions. Almost every one is familiar with the extensive careful crossing campaign which was conducted last summer.

When the fact is impressed upon the public that all railway grade crossings are dangerous and that care should be exercised before attempting to drive an automobile over a grade crossing, these accidents will diminish—not until then.

Switchman Fails to Recover Damages

The Chicago & Alton Railroad Company has recently won an important personal injury suit in the United States District Court

at Peoria, Ill., obtaining a verdict of not guilty from a jury. The case was that of an employe who sued the Chicago & Alton for \$25,000 damages.

According to Parks C. Archer, general claim agent of the Chicago & Alton, this man claimed to have sustained a fracture of one of the vertebrae in his spine on July 18, 1920, which caused paralysis of his legs. He alleged that the hand-hold of a car pulled out, which caused him to fall to the ground. The accident occurred while he was employed under another name as a switchman on the Chicago terminals. There were no actual witnesses to the accident.

Mr. Archer says that a thorough examination by competent physicians failed to reveal any injuries and that the man left the Chicago & Alton hospital after remaining there about a month and then entered a different hospital under the care of another physician, in which hospital he remained about a year. He was later removed to a third hospital, where he remained about three months. After he left the Chicago & Alton hospital a suit was filed in the Circuit Court of Will County at Joliet, Ill., for \$50,000. This was in September, 1920.

When the case was reached for trial the following spring it was continued until the fall term of court, at which time it was dismissed. A new action was later started in April, 1921, in the Superior Court of Cook County. When this case was reached for trial in October, 1921, Mr. Archer says, the railway company introduced proof that the man had been injured on other railroads a number of times, but he denied having been injured before. After the case was on trail for four days, the attorneys representing the plaintiff took a non-suit and withdrew from the case.

Another firm of attorneys was then employed and a suit filed in the Federal Court at Peoria for \$25,000. This case came up for trial recently and after two weeks of trial, in which a large number of doctors testified on behalf of the Chicago & Alton that the man was not suffering from any

actual injuries but from a condition which existed in his mind, the jury found a verdict in favor of the Chicago & Alton.

Notwithstanding the fact that the man was brought into court on a wheel chair and carried or moved about on a stretcher, giving the appearance that he was totally disabled, the jury failed to award him damages.

This case is cited as illustrative of the expense and trouble railway companies, including the Illinois Central System, are occasionally put to in defending cases of this character.

Stock Killed on Right-of-Way

On February 23, 1922, W. D. Lancaster lost a cow killed near Sumner, Miss., which he valued at \$100. The claim agent tried to settle with him for \$35. He would not take it, but brought suit in the justice court and obtained judgment for \$75. The railroad appealed to the circuit court, where the case was tried November 9, the court giving a peremptory instruction for the company.

On January 2, 1922, O. E. Bradley lost an ox killed at Tutwiler, Miss., which he valued at \$90. The claim agent offered to pay him \$25. He would not take it, but brought suit in the justice court and obtained judgment for \$75, from which the railroad appealed to the circuit court, where the case was tried November 8, the trial judge giving a peremptory instruction for the railroad.

The history of these cases is the history of a good many stock suits brought against the company at various places during the year. The railroad for a long time, through its local officers and employes, has been doing everything which could be thought of to minimize the number of head of stock killed by trains. The railroad is not at fault if the stock gets on the track, and the law is well established that the railroad is liable only for negligently killing it. Yet most owners continue to believe that when an animal is killed, no matter what the circumstances, the railroad is clearly liable and ought to pay full value, if not an exaggerated one. When something less is offered, the owner usually feels that the company is trying to take advantage of him.

It is the policy of the company, in most cases, to offer to pay something on a loss rather than to have litigation, which usually

stirs up a good deal of ill feeling. In the two cases referred to the owners could have had a few dollars to apply on the loss. Now they get nothing, but will have to pay the costs in the justice court, the costs of appeal, the costs in the circuit court and presumably attorneys' fees.

Of course, the best solution of the stock problem is for the owners to keep their stock off the track; then it will not be killed, and there will be no claims or suits and no loss either to the owner or to the railroad.

Fell Down on Track and Suit, Too

Early in December, 1921, suit was brought in Yazoo County, Mississippi, against the Yazoo & Mississippi Valley by Harriet Laws, a negro woman, for \$3,000. She claimed that on the night of September 4, 1921, while walking over the Broadway crossing of the railroad in Yazoo City, she stumbled because of the defective condition of the crossing, and fell, sustaining serious, painful and permanent injuries which would incapacitate her for the rest of her life.

No notice had previously been given of this grievous affair, but an investigation was made. Harriet declined to make any statement concerning the matter, upon the advice of her lawyer, as she said, but it was readily found that she was treated about the time complained of by a negro doctor. He said he at first thought she suffered a fracture of the knee cap, but later concluded it was only badly bruised. However, he visited her several times and reported that she was confined to her bed.

This doctor admitted that her previous condition had not been of the best and that three or four accident companies with whom she carried insurance had canceled her policies.

Another negro practitioner was found who, while he knew nothing of her alleged railway accident, had known her as a chronic sufferer from various ailments and badly crippled for some time and that her insurance had been canceled because of these troubles. It was also readily ascertained that the crossing in question was smooth, in good repair and had not been worked upon since the date of the alleged injury.

The case was tried in October and all these things proved. Harriet's tale of woe

failed of its purpose, as the jury found the company not guilty.

Company Wins \$7,000 Fire Suit

Four frame residences and their contents were consumed by fire at Tchula, Miss., about 11:30 p. m., November 13, 1920. Two of them belonged to Ollie Freeman and one to Nona Ragland, both negroes, and one to W. P. Wallace. Suits were brought in Holmes County, Mississippi, by Ollie Freeman for \$7,000 for the burning of his two houses and by Nona Ragland for \$3,000 for the burning of her house.

The Freeman case was tried in October, 1922. The material question was whether a train had passed, with the engine throwing fire, a few minutes before the buildings were discovered in flames. The plaintiff introduced a white man who testified that a short time before the fire was discovered a long freight train had passed with an engine on each end and that one of these engines threw fire over everything adjacent to the track.

The defense showed by its records that no train had passed for more than two and one-half hours and that there was no train past at any time with an engine on each end. The jury returned a verdict for the railroad. The result of this case probably forecasts the result in the Ragland case, if it is ever tried, which is now unlikely.

It has frequently been found difficult to defend successfully a fire suit in Mississippi, as the law makes the railroad absolutely liable for all fires it sets out; hence, the only question to determine liability is whether the railroad was responsible for the fire. That is a question for the jury, and unless the railroad is able to show clearly that the fire started from some other cause the jury is inclined to find for the plaintiff.

For this reason and because it was known that the plaintiff would introduce testimony as to the passage of a train a few minutes before discovery of the fire and that the engine was throwing sparks, an offer of compromise was made of several hundred dollars, but fortunately the plaintiff and his attorneys declined it, and now the company will probably escape any expenditure except the cost of trial.

A few years ago a very large recovery was made in another county for a barn that was burned, since a witness testified that

a train had passed a few minutes before the fire broke out, although the railroad introduced the dispatcher's sheets, train registers and the time slips of all the employees on the district for that day to show that there was no such train as the one testified about.

For More Safety at Crossings

According to the latest reports, nineteen out of the forty-eight states in the Union have in effect state laws or orders of their public utilities commissions regarding the necessity to stop, look and listen at grade crossings. In addition, other states are reported as having the matter under consideration.

New Jersey is one of the most recent states to fall into line in this matter. Its Board of Public Utility Commissioners recently issued the following order:

"The Board of Public Utility Commissioners, after due hearing, hereby orders that 'All operators of auto busses subject to the jurisdiction of the Board of Public Utility Commissioners shall come to a full stop and shift their gear to neutral position before crossing the tracks of any railroad; such stop to be made not less than fifteen nor more than fifty feet from the nearest rail, the stopping point to be determined by the physical conditions at the crossing permitting a view of approaching trains from the near rail of the tracks before proceeding from stop position.'

"Failure to comply with this order shall be considered by the Board of sufficient cause to warrant the withdrawal of the Board's approval of the permit obtained from the respective municipalities to operate auto busses."

Teach Motorists Ways of Safety

According to the November 1 issue of *Ford News*, published at Dearborn, Mich., the superintendent of the Waterloo, Cedar Falls & Northern Railway, M. A. Welsh, writes from Waterloo, Iowa, suggesting that when a person buys an automobile the demonstrator who accompanies the customer should lay great stress on safety in driving and in crossing railroads. Mr. Welsh says that impressions made on the "new" automobilist will prove lasting. When a salesman has sold a car, it certainly would do no harm should he spend a few moments telling the purchaser of safe and unsafe practices.

For Buddy and Sis

A Letter From Santa Claus

Toyland, December 1, 1922.

DEAR BOYS AND GIRLS:

B-r-r-r! It's so cold here that I have to blow on my fingers to keep them warm as I write. The mail bag came in this morning, a few days late on account of the deep snow. Old Buster, the postman who drives the reindeer post, was delayed on the way. One of the reindeer, I think it was Prancer, went lame and had to be treated before they could come through. Buster has been on the mail route for twenty years, and the weather must be way, way below zero to prevent his bringing in the Christmas mail from my girls and boys. He has a long beard like mine, and twinkling blue eyes.

My wife and I had a busy morning opening and sorting your letters. I print below some of the letters which fell out of the bag when it was opened. Your Aunt Nancie sent them on to me. What do you think? One little boy sent me a flashlight, so that I would have no trouble in finding his home. Most of you were generous and asked for gifts for parents, brothers and sisters, and one dear little girl in Mississippi asked me to send a warm dress to a little cousin in Austria, who won't have a good Christmas because she is very poor.

Now, my dears, you must not feel any disappointment if I overlook one or two of the toys for which you asked. Sometimes my supply gets low and I cannot fill all the orders. Last Christmas one of my little girls pouted and wept all through Christmas morning because she did not get a doll house. I felt unhappy about this, as I had left her a doll and skates and a parasol and many other

pretty gifts. I know you don't want Santa to feel sad.

Have you been on the look-out for my Christmas Spirit? He ought to be working in your town about this time. He softens hard hearts and opens tight pocketbooks and makes people kind to one another. He travels faster than the wind, and he has a jolly round face. He even travels faster than an airplane. The next time you see someone's face light up with a sweet smile you will know that my Christmas Spirit is at work in your neighborhood.

Write me again next year.

With love,

SANTA CLAUS.

Some Letters to Santa

Water Valley, Miss., Nov. 13, 1922.

Dear Aunt Nancie: As you live near Santa Claus, please tell him that I want a saw like Daddy's and a hammer that will pull nails. I like to build houses, but I can't do good work without hammer and saw. I have a good wagon. I can take the bed off like a big wagon.—E. A. CLEVELAND, JR., age 7,



son of E. A. Cleveland, D. V. accountant, superintendent's office.

Dear Aunt Nancie: If you see Santa, please tell him I want a scout suit and a big set of building blocks and a hunter's knife and some fruit and some roman candles and a toy pistol with wooden bullets, and please bring me some books by Zane Grey. Your friend, MIKE TURNER, age 6, son of M. M. Turner, engineer, Water Valley, Miss.

Dear Santa Claus: Please bring me a bicycle for I am a good boy. And a gun, too. I am five years old now.—FRANK TULLIS, JR., son of assistant chief accountant, McComb, Miss.

New Orleans, La., Nov. 15, 1922.

Dear Santa Claus: I am writing you a little note to let you know what I want for Christmas. I would like to have a new barrel for my gun, a fountain pen, some apples, oranges, candies and nuts. I would like a pair of cuff buttons, some little dolls for my little sister, and a train for my little brother. Sincerely yours, LOUIS JAMES MAY, 205 South Telemachus Street, age 9.

P. S.—I send this letter with a kiss; if you like it, be sure to answer it.

New Orleans, La., Nov. 10, 1922.

Dear Santa: I am writing you to tell you what I would like to get for Christmas. I would like very much to get a fur, barette, and gloves. I hope you don't think I am asking too much. If so, do as you think best. Yours truly, ROSEMARY MASCARO, 320 South Cortez Street.

Something to Think About

Each of the following groups of words represents some part of a tree. Put on



your thinking caps and see whether you can guess the answers. The correct answers will appear in the January issue.

1. Something to take on a journey.
2. What a fan does at a football game.
3. What a lady does when she greets a gentleman friend.
4. The letter "t" prefixed to a head covering.
5. An ingredient from which sugar is produced.
6. An insect that collects honey and a place where cattle are raised.
7. Something found in every book.
8. Tableware.
9. Important parts of the human body.
10. What a good watchdog does.

WHAT THE FIRE SAID

By HARRIETTE YOUNG WARNER

Mrs. Warner, author of "The Story Song Book" for children, is the wife of H. D. Warner, paymaster, Chicago.

It was the afternoon of the day before Christmas, and the snow was falling like soft, white feathers, making the prettiest street of Oakdale still prettier. In one of the many pleasant homes on this street a little boy lay stretched before a cheerful open fire. He should have been one of the happiest boys in the world, with this lovely home, and a dear father and mother, and a little sister, Polly.

But this day Billy Barnes—for that was his name—felt very sorry for himself, and as he lay there, scowling at the bright, dancing flames, he didn't hear them say to him:

"Billy Barnes, what right have you to be scowling on the day before Christmas? Don't you know this is the time to smile?"

Just then Mother called, "Come, Billy dear, please go to the store and get the Christmas candles."

"Oh, Mother, I don't want to go to the store. I don't want to think about Christmas without Inky," said Billy.

"But, dearie," said Mother, "how will it help bring Inky back to lie here and feel unhappy? Besides, think of Christmas eve without candles on our window sills! Why, we wouldn't know it was Christmas eve without the rows of little lights shining out into the darkness, 'to guide the little Christ child on his way,' as the old story says. Besides, it makes the house so pretty

—just like a picture inside, and, now that there's snow on the roof, just like a Christmas card outside."

"Well, anyway, I feel just like crying, and I bet I'll never see Inky again," said Billy. But he rose up slowly and went to get his coat and hat.

And now I must tell you who Inky is. Just a cunning little dog with a black shiny coat and long silky ears, and a wee feathery stump of a tail which quivered with joy whenever he saw anyone he loved. This pet of the household had disappeared from home, and for two days Billy and Polly had searched everywhere and questioned all the people they knew, but no one had seen Inky. And, oh, what if a big automobile had run over him, or a big dog had chased him, or the police had taken him!

Billy was feeling so badly over Inky, as he started for the store, that he just thought he would stop in front of a motion picture show and forget his troubles looking at the pictures. But something inside him seemed to tell him to hurry, and soon he was standing at the counter of the bright, warm store, buying the candles. As he started home again with his candles tucked under his arm, he passed an alley and thought he heard a little moan.

"It must be the wind, I guess," said Billy to himself. "Cracky! But it's cold. I'd better hurry."

Then he heard it again. "I suppose I ought to go and see what that is. Gee! Seems to me I am doing things I don't want to do all the time today."

It was dark down the alley, and Billy's courage almost failed him. But he kept going, and, oh, how glad he was that he did. For there, behind an old barrel, lay a little dog, shaking with the cold and whining pitifully over a sore paw.

"Why, you poor little doggie," said Billy. "How'd you happen to be here in all the dark and cold? I'll just take you home to be my doggie, 'cause I haven't any dog any more."

He started to lift him up gently, and what do you suppose he found? Why, that it was his very own Inky—only so dirty that Billy hardly knew him. But do you think Billy minded the dirt? Not a bit. And as for Inky, he just wouldn't stop kissing Billy everywhere that his little red tongue could reach.

And now you may believe that Billy hur-

ried home, and, bursting into the house, cried: "Mother, just see what I found, because I forgot my own feelings and went for the candles. I think the Christmas candles lighted Inky to his home even before they were lighted, don't you?"

"Yes, indeed I do, dear," said Billy's mother, as she kissed him and patted Inky.

And that night when Inky had been fed and bathed and his sore paw taken care of, what a happy boy lay with him on the hearth rug, while the Christmas candles blinked in rows upon the window sills and the sparkling fire seemed to say:

"Billy Barnes, didn't I tell you that you hadn't any right to be scowling the day before Christmas—that this is the time to smile?"

A PRIZE-WINNING DOG



Here we have Paul Craemer and his sheep dog, Dixie. Paul, who is a son of A. L. Craemer, of the office of auditor of freight receipts, recently carried off a \$50 camera and a \$10 savings bank account which Dixie had won in a dog show conducted by the *Chicago Herald & Examiner*. Paul lives at 6400 Dorchester Avenue, Chicago. Dixie is a female dog, I year old.



A Storehouse Needs Accounting Efficiency

By C. F. CLEMONS,
Accountant, Clinton Storehouse

WEBSTER'S definition of efficiency is: "Power to produce the effect intended."

The effect intended by the store department is to have the right material at the right place at the right time; that is the first and paramount issue. The next intention is to maintain a stock not too much but just enough. There are several more "intentions" the store department is striving for, such as uniform methods in handling, storing and reclaiming material, all of which have been handled through these columns at different times.

The intention I would like to treat of is accounting. The accounting intention is, in addition to the paramount issue, to place the material in use at the least possible expense or at actual cost and at the annual inventory to be close to a book balance.

In order to accomplish this, several forces may be dealt with, chief of which is co-operation; next is efficiency.

By efficiency I do not mean only the skill of a clerk in pricing the material or the ability of the man at the serving counter who handles the material and gets the tickets, sees that the correct information is shown and forwards it to the price clerk; we must have the assistance of every employe, especially the men who actually use the material.

To have assistance is to have efficiency. In order to have efficiency, or the power to produce the desired effect, it is necessary to educate employes to handle material as if it were their own by explaining the working of the store department and the reason for so handling material.

There is no storehouse with storage capacity to shelter all the material under its jurisdiction, which necessitates storing some of it—especially trucks and heavy material of similar nature—outside on plat-

forms and various other exposed places. All concerned, especially the users of materials, should caution their organizations that no material should be removed when stored in the open without first receiving a proper order for it, the order to be issued by the foreman in charge.

If material is used without being properly charged out, the matter is brought to light in the annual inventory, and at that time it is very difficult to explain. Assistance along this line should bring about better accounting for materials, and proper accounts should be charged for material when used.

Foremen and stockkeepers in charge of such material should constantly call this to the attention of all concerned with a view to training them along these lines, to see that the proper charge is obtained for materials used. If all concerned will lend a helping hand along these lines and give co-operation, it will no doubt bring about more efficient accounting for materials and supplies.

EVERY DECISION A GUESS

"I weigh the opinions of specialists, and then guess. In a business like this, that is not so difficult as you might suppose. Most of the executives in important positions have been associated with me for years. I have come to know their peculiarities. I know which man is inclined to be over-enthusiastic, and which is likely to be more conservative than he needs to be. I listen to their opinions, discounting them if necessary; but in the end by weighing the variety of opinions I arrive at my decision.

"Every decision is a guess. But guessing based on fact and experience is not the same as haphazard guessing. In executive positions requiring the oversight of work in new fields, a man's ability is pretty well measured by his ability to guess intelligently."—NEIL M. CLARK in *Success Magazine*.

HOUSE PLANS FOR OUR READERS

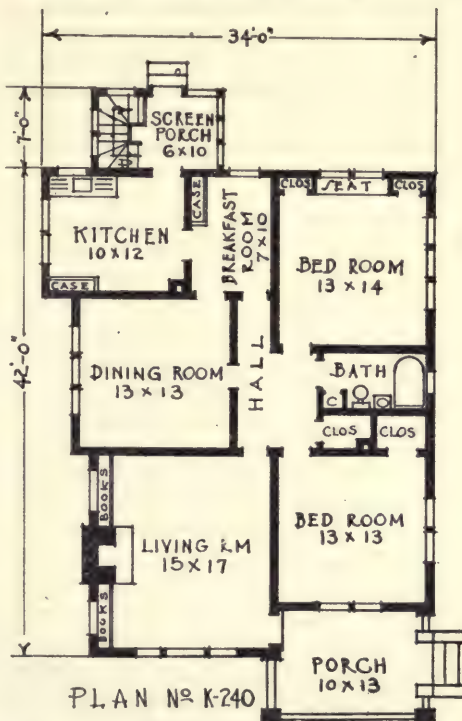
Southern Pine

One of the best things about the series of home plans that the *Illinois Central Magazine* has been publishing is the fact that the houses illustrated have actually been built and used. The designs have borne the test of time and are proved successful. There can be no doubt about the practicability of building them, and the scenes in which they are shown frequently give suggestions regarding the most effective sort of landscape gardening to employ in connection with each design.

This latter point is particularly true about the home we show herewith. The arrangement of trees and bushes is such that the house has an air of permanency, of having been there a long time, as well as of being a cozy place to live. The house itself is of the popular 5-room size, with two bedrooms, a hall, a breakfast room, a fireplace in the living room and plenty of closet space. The porch is inclosed just enough to give an air of privacy without being too exclusive.

This design is typical of the fifty to be found in the booklet of modern homes which is to be obtained free of charge from the magazine office, through the courtesy of the Southern Pine Association of New Orleans. In addition, the American Wholesale Lumber Association has offered to arrange

for the co-operation of lumber dealers and will give expert advice to communities desiring to organize building and loan associations to finance home building.



Our Part in the Mississippi State Fair

Illinois Central's Exhibit of Agricultural Suggestions Caused Much Comment and Did Much Good

The Mississippi State Chamber of Commerce was delighted with the splendid exhibit made by the Illinois Central System at the state fair at Jackson in October. R. H. Pate, field secretary of the chamber of commerce, for many years at the head of the farmers' institute work in his state, in which he gained a more extensive knowledge of agricultural development in all of its phases than, perhaps, any other man in the state, said:

IN reviewing from year to year the various agricultural and educational exhibits shown at the state fair, we believe that the climax was reached this year by the Illinois Central System in the superb exhibit which was made by its general development department, under the able management of H. J. Schwieterl.

Since the primary purpose of fairs is to show the products and possibilities of a community or state, this exhibit was thorough. It was arranged so artistically that it was thronged with visitors from day to day and was pronounced generally as one of the best ever shown.

The products were gathered from the good agricultural lands along the lines of this great system and reflected the possibilities of these lands to yield that great variety of staple food and feed crops necessary to support and enrich this section of our country.

An Exhibit of Leguminous Crops

One of the outstanding features of the exhibit was the great variety of leguminous crops, which included all of the wonderful plants of this class—such as soy beans, velvet beans, burr clover, crimson clover, red clover, hairy vetch, lespedeza, white clover, alfalfa, melilotus, cow peas, peanuts, etc., which, when grown in rotation along with livestock, mean permanent soil fertility, out of which must come permanent agriculture, which is the basis of permanent prosperity.

The truck-growing division of the exhibit was especially attractive. Here were found a model hotbed and coldframe with seeds planted and sprouting. In part of the cold-

frame young tomato plants were transplanted, and in the other part cabbage seeds were coming up.

These frames were provided with the best soil for the purpose that it was possible to find around Jackson, and the models, which were made to represent in detail the full-sized frame, drew a great amount of comment. There was shown also a chart giving the comparative carlot shipments of truck from Yazoo & Mississippi Valley points in 1921 and 1922. This showed more than a 200 per cent increase and attracted a large number of people. Under this was a card showing that a thousand crates of tomatoes were made on one acre by F. A. Strong of Utica, Miss.

The sweet potato display consisted of a hamper of fancy Jerseys, from New Jersey, in the center, with a hamper of Nancy Halls on one side and a hamper of Porto Ricans on the other, both of which represented the average pack sent from Mississippi to market. This particular exhibit brought out the fact that while Mississippi-grown sweet potatoes are far superior to Jerseys in quality, much is yet to be learned regarding the pack.

Importance of Dairying Recognized

Those acquainted with the policy of the Illinois Central know the great importance of the dairy industry in its esteem and calculations and what immense wealth has been developed along its lines in dairying.

It will be recalled that, as a young man—young, indeed, when considering the great responsibility which even that early in life rested upon his shoulders—President Markham made a notable record in the West in developing the dairy industry along the line then under his administrative control and made an extensive section of country very wealthy.

Naturally, the exhibit covering the dairy industry made a fine showing. This exhibit was built around a model plan of a 70-acre farm, showing pastures and fields with the crops recommended for each. Large charts told of the growth of the creamery industry in the state from 1912 to 1921 and gave figures on butter imports for the last three

years as compared with the domestic output, showing conclusively that there is no danger of over-production.

A rough swinging stanchion of standard size occupied a prominent place in the front of the booth and attracted an unusual amount of attention. Several farmers expressed their intention of providing themselves with such equipment. In front of this was a table displaying the proportions of concentrates recommended for a home-mixed dairy feed. Along with these were found milk record sheet, scales and sanitary milk bucket. These bore catchy captions. In one front corner of the booth was found the latest equipment for handling chicks, and above this on placards were shown pertinent facts on culling and feeding the flock.

The Illinois Central exhibit as a whole was thoroughly educational in selection and

arrangement of products. It showed the definite aim of this great railway system in helping in every way within its power in the upbuilding of our good old state from an agricultural and industrial viewpoint.

A POOR BUSINESS BASIS

The great mistake is to believe that, in the world of practical business, trickery and underhand dealing will hasten the attainment of wealth and business leadership. Of course they may increase the profits of a single deal, but modern business is so based on mutual confidence and so quick to detect unreliability that crooked dealing will inevitably cripple you in the race for "big business." The dishonest business man of today is not only a knave but a suicidal fool.—HENRY LOUIS SMITH, President of Washington and Lee University.



Scenes on our right-of-way, 39th Street, Chicago

Maintenance
of Way
Department

Material Means Money Save It

Lanterns

**Lanterns are substitutes for daylight.
Waste not either.—Poor Richard III.**

Forty new hand lanterns are furnished daily to supply the demand for lights of this kind on the Illinois Central System, these figures representing a daily average of the lanterns purchased during the last four years. During this period 48,331 lanterns were purchased at a cost of \$48,199.88, an average cost of nearly a dollar each. In addition to the lanterns purchased, Burnside shops reclaims and repairs about 1,000 lanterns yearly from those that have been discarded and shipped in as scrap.

The annual cost for lantern globes is almost as great as the cost for the lanterns themselves. According to figures for 1920, we use annually 2,376 red lantern globes, 10,200 white globes, 1,740 green globes and 900 yellow globes. The average cost of the colored globes is \$12 a dozen and of the white globes \$4 a dozen. It will be noted that the colored globes used in our hand lanterns cost as much each as the lantern itself, and it will no doubt be a surprise to some of us who have occasion to use hand lanterns to know that every broken globe entails a loss of from 35 cents to \$1 and that the cost each month for new globes is from \$600 to \$700.

The hand lantern is, of course, fragile, and it is to be expected that some lanterns and globes will be damaged and broken, but an annual cost of nearly \$20,000 seems to be an excessive item of expense to cover the ordinary loss and breakage.

It is a well-known fact that many of the lanterns purchased by the railway company are appropriated to other than railway uses. While efforts have been made to prevent this loss, the fact that only 1,000 lanterns are reclaimed each year out of 12,000 purchased shows that there is still a considerable loss unaccounted for.

Much of the loss through breakage of frames and globes can be prevented by taking better care of lanterns, especially when they are not in use. The average employe will take care of a lantern when it is in actual use and show a certain pride in keeping it in good condition. Some employes are inclined to grow careless in taking care of lanterns when they are not in use, however, and sometimes store them where they may be damaged by being thrown about or by contact with other objects. This is particularly true of extra globes. An excessive supply of additional globes on hand invites breakage, as provision is rarely made for storing them.



On the Scrap Heap

Sports Over the System

Equal Rights in Bowling

Following a precedent established by the girls at the 63d Street office building at Chicago, the maidens of the purchasing department office at 12th Street have started a bowling league of their own. Their teams are the Shamrocks and the Nightingales. The first game of the season was executed on Friday night, November 3, and the second game on the night of the 10th. All games are bowled at the alleys at 62d and Cottage Grove, Chicago, used by the 12th Street General Office Bowling League.

The results for the first game:

Nightingales—	1st	2d	3d	Total
Edith Anderson.....	21	51	77	149
Nina Berger.....	20	26	65	111
Dorothy Gerhart.....	53	41	61	155
Totals.....	90	118	203	451
Shamrocks—				
Betty Moore.....	71	49	79	199
Marguerite Bergen.....	81	63	75	219
Josephine Broderick..	70	95	53	218
Totals.....	222	207	207	636

These scores indicate the interest taken in the sport by the fairer sex, and it is rumored that a girls' league will spring up within a short time, which will be a new epoch in the history of sports on the Illinois Central at Chicago. Mr. Conn, captain of the men's team from the purchasing department, and W. Larsen of the same department have given the young women their undivided attention in order to make their teams a success. So has L. L. King, special representative of the purchasing department.

These Girls Can Handle Pins

The girls on the fifth floor, auditor of freight receipts department, 63d Street office building, Chicago, have been organized for bowling for the last two months. Led by the O'Neill sisters, the girls are improving right along. They are open to meet all comers in a team event. Mary O'Neill's average is 111 and Annie's is 123, for nine games. Annie has high game, with 144. They bowl at 4:45 p. m. every Thursday evening at the Dorchester Alleys.

The ninth floor girls' bowling league of the same building wishes to announce that



it will be pleased to receive challenges from any Illinois Central girls' bowling team or teams. Address all communications to Dorothy Alberts, secretary and treasurer, in care of A. F. R., 63d Street, Chicago. The teams are organized as follows: Team 1, Pearl Hanson, captain, Dorothy Alberts, Laura

Babcock; team 2, Jane Chamberlain, captain, Elsie Kaiser, Anna Enright; team 3, Mary Catter, captain, Bertha Peterson, Amy Bauldorf; team 4, Helen Spiek, captain, Adele McClelland, Jessie Stewart; team 5, Abiline Laptis, captain; Bertha A. Peterson, Julia Lopeman; team 6, Ida Jenson, captain, Catherine Coyle, Kathryn Tracy.

Hope on the New Orleans Division

"The building up of renewed interest in sports on the New Orleans division through the organization of various clubs devoted to both outdoor and indoor athletics is recognized as a desirable factor for the promotion of a better fellowship among our employes, as well as an unfailing source of healthy amusement and relaxation," writes our division editor. "Big efforts in such a direction, cheerfully backed by the division management, will be made by the fans of every description in favor of their particular sports, and it is our intention to enter the field the coming season thoroughly organized, fully equipped, ambitious and eager for the fray. Just at present, aside from hunting and fishing, sports on the division are mostly confined to that indoor variety so humorously depicted by a well-known cartoonist in the daily papers."

Basketball Interests New Orleans

The Illinois Central basketball team of

the Local Office, New Orleans, has just been organized. It is engaged at present in practice work, preparatory to the opening of the season. Included in the schedule are two games to be played against the strong teams of St. Stanilaus College, Bay St. Louis, Miss., and St. Paul College, Covington, La. It is hoped that games can be arranged with teams representing other offices on the Illinois Central System.

The Local Office team will be composed of the following players: Bismark Berckes, captain and forward; Leslie Pic, forward; Tom Kelly, forward; Armand Kitto, center; Dan Vobell, guard J. M. May, guard and manager.

"Bizzy" Berckes, captain of the basketball team, has attained considerable notice as an athlete. In his school days he was champion all-around athlete of the New Orleans public schools, having to his credit some seventy-five gold, silver and bronze medals, besides several cups. He is also one of the star baseball players on the Local Office team, holding down the initial sack with no mean ability.

Three Teams Top 12th Street League

Three teams are tied for first place in the 12th Street General Office Bowling League at Chicago, but the General Freight team, with an average of 810 pins a game, is the real leader, thanks to the good work of Sebastian, Koch and Tremblay. The Auditor of Miscellaneous Accounts team, with an average of 803 pins a game, is entitled to second place; Collier, Krubeck, Bailey and Du Bois do the heavy work for that team. The Vice-President Purchasing team has succeeded in holding to a tie for first place, due largely to the good work of Larsen.

The General Superintendent of Transportation and Engineer of Bridges and Buildings teams are tied for fourth place, but the General Superintendent of Transportation team has had to beat some of the strongest teams in the league to hold that position. It did its best work when it took two out of three from the General Freight team. The Engineer Maintenance of Way team upset 941 pins for high game, and its 2,703 is also high series, the best our league has done in two years.

The Chief Special Agent team reports it has removed the corners from the balls by rolling them down the gutters, and as a result it succeeded in beating the strong Land and Tax team in one game.

It is reported that Memphis intends to send three teams to Chicago to play fifteen of the leading bowlers from 12th Street. The 12th Street boys will be only too glad to have the Southerners come and will gladly give them a return match. Cartoonist C. M. Said is handling the arrangements.

Knodell is still leading the league, but Bernbach is gaining on him after a slow start. Enright, as usual, is in third place, while Larsen has passed a bunch of bowlers and has stepped into fourth place. Sebastian has slipped a little, but still is fifth.

Rolff furnished all kinds of excitement on November 9 when he upset pins for games of 224, 210 and 235, an average of 223, which, I believe, beats any score that the 63d Street Bowling League can boast of. It beats Leonard's high series of last year by twenty-six pins. It also raised Rolff from twenty-first place to seventh.

Below are team and individual standings after the games rolled November 9:

Team--	Won	Lost	Percent- age	High Game	High Series	Aver- age
General Freight.....	12	3	800	896	2,528	810
Audr. Misl. Accts.....	12	3	800	896	2,474	803
V. P. Purchasing.....	12	3	800	840	2,336	758
Gen. Supt. Trans.....	10	5	667	887	2,486	791
Engr. B. & B.....	10	5	667	859	2,415	767
Engr. M. of Way.....	9	6	600	941	2,703	774
Land & Tax.....	9	6	600	851	2,370	729
Chief Engineer.....	7	8	467	804	2,341	718
Terminal Supt.....	7	8	467	773	2,172	707
Audtr. of Disb.....	6	9	400	807	2,349	746
V. P. Accounting.....	6	9	400	816	2,274	738
V. P. & Genl. Mgr.....	6	9	400	814	2,315	713
Gen. Sup. Mtv. Pr.....	6	9	400	795	2,171	693
Officers	3	12	200	717	2,007	649
Chief Spl. Agt.....	3	12	200	709	1,968	626
Chgo. Term. Imp....	2	13	133	778	2,275	709

Name--	Games	High Game	High Series	Average
Knodell	15	233	586	186
Bernbach	9	209	603	182
Enright	9	201	554	177
Larsen	15	232	568	171
Sebastian	15	224	553	171
Du Bois	15	201	556	170
Rolff	15	235	669	169
Collier	15	220	542	167
Block	15	211	569	167
Koch	15	213	548	167
Tremblay	12	207	554	166
Breitzke, B.....	12	204	554	165
Rittmueller	15	202	516	164
Krubeck	12	179	518	162
Silverberg	15	198	538	162
Brown	12	195	536	162
Bailey	15	189	528	161
Rozene	15	198	552	161
Ullrich	15	189	516	160
Grace	12	203	519	160

Some Big Scores in 63d Street League

The 63d Street General Office Bowling League at Chicago has now completed its first round.

"Bobbie" Goodell has rushed his Daylight Specials to the top by winning three

straight from the strong Diamond Specials. His crew had games of 991, 902 and 920, Kempes being high man on the team with 607 pins. "Lefty Lou" Heimsath has been going well the last six games, having averaged 205 for them. Recently he turned in 631, which is high series for the league. "Charlie" Lind knocked off high game by getting 245.

The prize winners for high games Friday, November 3, were: Heimsath, 230; Ruhn, 199; Flodin, 216, and McKenna, 235. Winners Friday, November 10, were: Heimsath, 230; Powers, 205; Lind, 236, and Calloway, 234.

Captain Calloway's Panama Limited ran out of coal and got bumped by the Freeport Peddler for three straight, placing the Panama Limited at the bottom of the list for the league.

Below is the standing of teams and individuals up to November 17:

Team—	Won	Lost	Per- cent—	High Game	High Series	Aver- age
Daylight Special.....	14	7	667	991	2,813	837
Seminole Ltd.....	13	8	620	897	2,608	841
Freeport Peddler.....	13	8	620	919	2,564	801
Diamond Special.....	11	10	523	923	2,650	845
New Orleans Spl.....	10	11	476	941	2,610	811
New Orleans Ltd.....	9	12	428	887	2,496	804
Hawkeye Ltd.....	7	14	333	843	2,394	742
Panama Ltd.....	7	14	333	900	2,508	794
Name—	No. Games	High Game	High Series	Total Pins	Average	
Calloway	18	234	607	3,452	192	
Heimsath	21	230	631	3,900	186	
Tersis	21	221	566	3,768	179	
Smith	18	214	574	3,222	179	
McKenna	21	235	604	3,732	178	
Lind	18	245	595	3,188	177	
Beusse	21	214	570	3,638	173	
Miller	21	229	611	3,624	173	
Goodell	21	211	580	3,611	172	
Merriman	21	211	548	3,594	171	
Flodin	18	216	569	3,066	170	
Kempes	21	220	607	3,572	170	
Hulsberg	21	204	555	3,545	169	
Breidenstein	18	200	530	2,999	167	
Devitt	15	228	519	2,481	165	
Maypole	9	189	545	1,490	165	
A. Giesecke.....	21	208	548	3,441	164	
Rowe	21	203	521	3,355	160	
Reha	18	219	562	2,874	160	
Turner	18	210	557	2,871	160	

New De Luxe Train to Florida Scheduled

The Floridan, a new *de luxe* all-Pullman train, will be put into operation December 5 on the Illinois Central System and connecting lines between Chicago, St. Louis and Florida. It will leave these terminals on the Northern Lines each Tuesday, Thursday and Saturday thereafter and will travel the same route as does the Seminole Limited. The Seminole Limited will continue to run daily.

The schedule of the Floridan is such that it will make faster time between Chicago, St. Louis and Florida than any other train.

1 baggage-club car	Chicago-Jacksonville
1 dining car	Chicago-Jacksonville
1 10-section, 1-drawing-room, 2-compartment sleeper	Chicago-Jacksonville
1 12-section drawing-room sleeper.....	Chicago-St. Petersburg
1 12-section drawing-room sleeper.....	St. Louis-Jacksonville
1 6-compartment-observation sleeper	Chicago-Jacksonville

Beginning January 2 the 10-section, 1-drawing-room, 2-compartment sleeper will be operated from Chicago through to Miami, Fla. It will arrive there at 11:30 a. m. the second day after it leaves Chicago. The northbound train will leave Miami at 6:40 p. m. on Monday, Wednesday and Friday.

Effective January 2, the Floridan will arrive in Jacksonville at 9:10 p. m. The night train of the Florida East Coast Railroad will leave Jacksonville at 10 p. m.

It will leave Chicago at 12:01 p. m. and St. Louis at 4:04 p. m., and will arrive in Jacksonville at 8:50 p. m. the following day, in time to make connections with all night trains for southern Florida. The northbound train will leave Jacksonville at 9 a. m. on Tuesday, Thursday and Saturday and will arrive in Chicago at 4:10 p. m. and St. Louis at 4:45 p. m. the next day. The first northbound train will leave Jacksonville December 7.

The Floridan will carry only Pullman passengers. Its equipment will be:

The Floridan will continue through the first part of April. The punctual on-time arrivals of the Seminole Limited will also be a feature of the Floridan.

The passenger department has issued a bulletin announcing the new train and requests that all possible publicity be given the one-night-on-the-road service from Chicago and St. Louis to Jacksonville, as well as the convenience afforded by the through Pullmans to St. Petersburg and Miami.



Succeeds in Keeping 'Em Out of Hospitals

General Car Foreman F. M. Fuller of Waterloo shops not only believes that accidents and injuries can be prevented but also practices what he believes. In addition to instructing new employes as to the methods of preventing injuries, he suggests the thought: "The folks want you home tonight; the company wants you here tomorrow, and the hospital does not want you at all."

The pictures appearing with this article introduce Mr. Fuller's foremen and employes. The foremen are taught and in turn teach their employes:

To comply with the proper use of the blue flag;

Not to cross tracks without first ascertaining whether engines or cars are approaching;

Not to use defective tools;

To report a careless workman to the foreman and any defective tools that they may find;

The proper way to hold cut chisels, so that if they miss the chisel they will hit the palms of their hands with the hammer, in place of striking themselves on the back of the hand, which would result in the breaking of bones in the back of the hand;

To use emery or sand paper on their hammers, so that the face of the hammer does not get smooth, allowing it to glance off chisels or nails;

Not to throw boards on the ground with nails protruding, to be stepped on by themselves or fellow workmen;

When working on top of cars to be careful not to walk off the roof backward;

Not to cut off rivets so that the head could fly off, striking a fellow workman, as a preventive to eye injury;

To wear goggles on this kind of work to prevent small pieces of steel from flying in their eyes;

To keep their fingers and feet from under heavy material they might be handling.



Here are Frank M. Fuller, general car foreman at Waterloo, and his foremen, who are impressing on their men the absolute necessity of accident and injury prevention. No. 1 is Mr. Fuller; No. 2, James Moore, wrecking foreman; No. 3, Frank Reynolds, mill foreman; No. 4, Louis Gunstead, labor foreman; No. 5, George F. Shannon, reclamation foreman; No. 6, Roy L. Jackson, cab foreman; No. 7, Gus Hein, gang foreman; No. 8, Frank Beener, gang foreman.



Here are some of the men from Mr. Fuller's department. Left to right, top row: Roy L. Jackson, Charles Smith, William Robinson, Matt Schaack, Maurice Kirby, William Wolf, Harry Bartlett, Bert Jones, Frank Munger. Left to right, second row: George McCowen, Gus Albright, W. W. Wagner, Otto Templine, Ira Hahn, James Chapin. Left to right, bottom row: Art Wolf, Raymond Daniel, Ray Truesdell, George Kulas, Jim Efantis, John Schaack.

"At Waterloo," Mr. Fuller reports, "we have a stationary scaffold to keep the men from using ladders for scaffolding, as ladders are very dangerous for scaffolding."

The interest displayed by Mr. Fuller and his foremen in the prevention of accidents and injuries is reflected by the absence of injuries in his department.

P. E. Odell Joins Staff of the G., M. & N.

P. E. Odell left the service of the transportation department of the Illinois Central on October 31 to accept a position as vice-president and general manager of the Gulf, Mobile & Northern Railroad. At the time he left the service of the Illinois Central he was doing special work in Mr. Porterfield's office.

Mr. Odell entered the service of this company in 1913 as a dispatcher at Carbondale. A short time later he was promoted to chief dispatcher, a position in which he remained about two years. He was then trainmaster at Mattoon for about three years, after which he left the service, until 1921, when he was employed in office of the general superintendent of transportation.

Mr. Odell has been in railway work almost continuously since 1886. His first position was that of station keeper, and since that time he has been employed by several different railroads as switchman, operator, agent, dispatcher, chief dispatcher, trainmaster and master of transportation. At one time he was in complete charge of the private railroad of the Florentine Marble Company of Vermont.



P. E. Odell

HOUSE PLANS FOR OUR READERS

Concrete

Where grounds are narrow and the house to be built is not too symmetrical, most pleasing results are obtained by setting the house well back from the street and as close to one property line as convenience will permit.

Colonial style houses, such as the one shown here, call for as much air space about them as possible. The width of this house is thirty-one feet, and it could be placed on a 40-foot lot, although a wider lot is preferable. As designed, it should face south or east.

To provide generous space in all rooms has been the main idea of the architect of this design, the Shalford. Even the vestibule is roomy and has a good coat closet. Double French doors give access to the sun porch, from which there is an exit through the rear entry. The entry accommodates the refrigerator, and easy passage to the kitchen allows using the sun porch for breakfast or tea. Considerable thought has been given toward making the kitchen a

pleasant place for work the year around. Double doors prevent cooking odors from circulating through the rest of the house. A built-in buffet is a feature of the dining room.

On the second floor one can judge that the sleeping quarters are of ample size by the fact that but two bedrooms are provided. Closets are equally spacious. There are two linen closets in the hall, where a door opens on the sleeping porch. Where an additional bedroom is wanted, the larger of the two rooms can easily be divided.

Colonial details can be successfully executed in the modern type of concrete block construction. Good texture and warm buff tint harmonize well with either red or green concrete-tile roof. Such construction reduces insurance and exterior upkeep costs and makes the home entirely fire-safe.

This design is taken from a group of twenty-five plans appearing in an elaborate plan book called "Concrete Houses" published by the Portland Cement Association.



Maybe There Were Several Watches

TO THE EDITOR: I am an old employe of the Illinois Central, having served on the New Orleans, Jackson & Great Northern and the Illinois Central from 1870 to 1902, and it affords me great pleasure to read your magazine, which I get regularly.

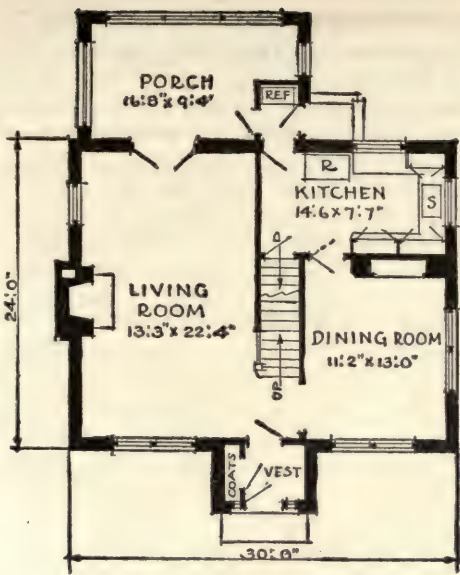
In your November issue I see that you have made a mistake in the name of the boy who found that broken rail [story on page 84 about two brothers of John Marsalis, machinist]. I found that rail and flagged the train October 6, 1870. Mr. Geary, now retired, was the engineer on that train. T. S. Williams, superintendent of the road, was following on a special. He took my name and afterward sent me a telegram to meet his car at the station. There I met H. S. McComb, who presented me with a gold watch inscribed: "From H. S. McComb, president of the N. O., J. & G. N. R. R., to James W. Kinabrew, as a token of regard for your noble effort in saving a train, October 6, 1870." An annual pass accompanied this gift. In 1876 I went to braking on this road, was soon promoted to freight conductor and in 1890 was promoted to the passenger department.

In 1900 I was the conductor of the train which was held up by the well-known train robber, C. Barnes. At that time I was shot and my watch was taken from me. Later the dead body of Barnes was found in the swamp, and my watch was found on his person.

Today I wear that watch with pride, a souvenir of a laudable act. In 1902 I severed by connection with railway life. Now I live a life of retirement and leisure at 1705 Peters Avenue, New Orleans.—JAMES W. KINABREW.

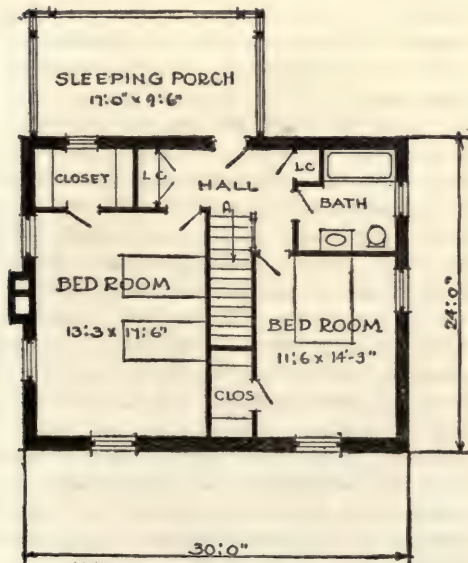
Conservation on Our Lines in the South

TO THE EDITOR: Out of the war, in the process of regeneration of people and countries and the world, has come an invaluable precept—not to empires, not to republics, but to the individual—conservation. It is written in black type in the minds of all who happened to be of earning age during that beautiful, extravagant period which we thought could last forever and which took wages, dividends and savings on an endless disappearing belt. The memory is a green



FIRST FLOOR PLAN

111 West Washington Street, Chicago, Ill. Through the co-operation of this association we are enabled to publish plans of these portland cement stucco houses each month and to offer our readers this house plan service. The plan book, "Concrete Houses," can be obtained from the editor for 50 cents a copy. A smaller booklet, called "Portland Cement Stucco," containing valuable data on that subject, including photographs of many attractive stucco houses, but not including plans, can be obtained free of charge upon application to the editor.



SECOND FLOOR PLAN

persimmon to us. It puckers our whole system, and we bring together the wrinkles in our brows, narrow our eyes in sympathy with the awakening and its astringency.

"Never again"—that comes out easily. "Let's save" is moralizing but constructive. During the optimistic period when any product would sell, the farmers of the South would think nothing of cheap products. As a result, half their crops were wasted. This refers to the growers of vegetables. The men who send to the North those appetizing green things so early in the spring have made excellent livings sending North half their crop. The other half hardly will do for the long journey, and so it is wasted.

Minds run more smoothly now than four years ago. They are receptive and thoughtful. It still requires a mind to crystalize and present a case, but the prophet has more honor in his country, and is treated kindlier than a half decade ago. The Illinois Central System has a man who saw a solution to the problem, a saving to the people, prosperity to the region, and he was willing to back his views. In short, he had sincerity.

He found it possible to save nearly the entire crop by canning the part left at home. To do this meant getting factories located and running, meant inducing the growers to co-operate and the bankers to lend a hand. All this had to be done in a time limited and exacting. It was done. This idea was started little more than three months ago. Today it is closed—with the vegetable growing season—for the year.

Along a short stretch of the road, perhaps fifty miles long, where most of the vegetables come from, the bankers are smiling and the growers have a new outlook. They have saved this year on an embryonic enterprise close to \$40,000. Remember, this money would have been in the ditch but for this man and this idea. The future? In one town alone next year there will be a plant capable of saving considerably more than \$100,000 each season. There will be at least six to eight plants of varying size started.

Is the idea popular? The growers are buying stock in the factories. They are planning more acreage, carefully and thoughtfully. The bankers are taking stock also. "Regardless of dividends, it will do more good to our community than any enterprise we have"—thus one conservative

bank president holds it. "Our vegetables are assured of profit every season, with canning factories to help out"—this from a noted grower and shipper. "We will make this region as noted for its canned goods as for its fresh vegetables"—from the president of a canning company that sends its goods to every state in the Union and to foreign ports. "Here is \$600 that would have rotted," said a grower. "I have \$230 that I was going to plow up in the form of cabbage," said another.

This is the practical working of conservation. It happened 'way down South on the Illinois Central, where winter comes lightly and springtime comes early. Regardless of the railroad's part, regardless of any one person, the country is more prosperous down there. There is a wider vision of the future and a satisfaction born of a more stable business, fostered by a part of that great railroad which is great because it receives the time and imagination of good men and their loyalty and originality.—EMPLOYEE.

EFFECTIVE SPEECH

You must develop the habit of quickly, almost instantly, marshaling in your mind the facts you want to communicate before you open your mouth—laying out a program, as it were. What you have to say may take only sixty seconds to deliver—may take only five seconds to organize—but the preliminary organization is essential, because it gives you a center to work around. Then, when you are talking, you must adhere to this outline—and depend on your tone of voice—your emphasis—your inflections to hold the interest of your listeners in what you are saying. Men who consistently use this plan can in less than ten seconds make a mental outline of the points they want to bring out, which will take from fifteen to twenty minutes to cover in the spoken word. And the wonderful part of this method is the fact that once the habit of forming or organizing thoughts before delivering them is adopted, interruptions and comments do not in any way disturb or confuse. The preliminary organization of thoughts is nothing more or less than the application of forethought to speech. And by dint of practice and habit-forming it becomes second nature and stands you in good stead, no matter what emergency may arise.—IRVING ALLEN.

Traffic Department

Exportation of Grain and Grain Products

By **HUGH HARDIN,**
Commercial Agent, Kansas City, Mo.

THE growth of our export trade in grain and grain products, as well as other commodities, is the effect of improved transportation facilities.

When the caravan was the principal means of transportation, the only commodities commanding a wide market were rare and expensive articles such as precious metals, ivory, spices, costly woods, etc. When transportation was expensive and dangerous, commerce catered to few, while the great mass of people by necessity depended entirely upon those commodities produced in their own or nearby localities. Such staple commodities as wheat, wheat flour and corn, which now constitute some of the principal articles of international trade, were of little importance in the world until a comparatively recent date.

In the United States the movement from a large percentage of the grain area necessitates a rail haul of from 500 to 1,500 miles to the port of export. Before steam was used as the motive power of both land and water transportation, grain and its products could not be exported, and our foreign commerce was confined principally to commodities produced in those regions near the sea.

World Demand for Our Products

With the methods of communication and marvelous transportation facilities we now have, the law of supply and demand has become world-wide in its scope; the price of grain and its products is not contingent entirely on the production and consumption in our country, but depends largely on whether the surplus in all grain-growing countries is sufficient to meet the demand of the world's consumption.

I do not believe the majority of the people of the United States realize the importance of a world market in its relation to grain and grain products. The world market is comparatively a stable market and is essential to the farmer who cannot vary his production to meet current needs.

We have, each year, a surplus of grain in excess of requirements of home consumption. The amount is subject to considerable fluctuation, as the farmer plans for a year or two ahead, with the result that an acreage that produces enough in a poor season produces a large surplus in good years. This variation is beyond control, and agriculture, more than any other industry, needs the world market with all the facilities necessary to move the surplus to regions where it can be consumed.

There is a possibility of the elimination of our export grain surplus by the growing needs of home consumption. There is a gradual increase in population and in per capita consumption, against which our per capita production is falling off.

Per Capita Consumption Increased

According to statistics published by the Department of Agriculture, the per capita consumption has increased from three and eight-tenths bushels in 1850 to six bushels today.

However, the prices prevailing during the recent war, closely followed by production expansion, are convincing evidence that we have not reached our capacity production. With more general use of fertilizers and better methods of farming, it is reasonable to assume that this country will raise a surplus for export some years to come, providing the prices paid the grower justify the increased production cost.

I will deal directly in this article with only our principal exports from the cereal family—wheat, wheat flour and corn—and briefly with the part that Kansas plays in the production of wheat and wheat flour.

Export of Wheat Fluctuates

The wheat crop, as a whole, has much to do with the prosperity of our nation, because grain enters into the foreign trade to a greater extent than any other crop except cotton. While we unflinchingly have a surplus of wheat each year, the amount marketed abroad shows great fluctuation, due to changing crop conditions, difference

in prices and international demand. The total United States crop during 1921 was 794,893,000 bushels. From this amount, 279,948,601 bushels were exported, principally to the United Kingdom, Italy, France, The Netherlands and Belgium. The 1922 crop is estimated at 810,000,000 bushels, with a surplus for export, according to the most reliable estimates, ranging from 224,000,000 to 275,000,000 bushels. The exports for the first nine months of this year were 126,129,965 bushels.

The exportation of wheat is mostly in the hands of large grain dealers, who control lines of elevators found in every large producing section. Kansas City alone has forty-one public and private elevators, with a total capacity of 27,080,000 bushels. The total capacity of the terminal, country and mill elevators in Kansas is 54,624,000 bushels.

Following the harvest, the farmers haul their grain to the market, where they either sell to the elevator company or place it in storage, awaiting higher prices. Whatever method is employed by the farmer in disposing of his grain, that portion for export eventually comes into the possession of either the large mills or the grain dealers located in the primary markets and is then exported as wheat or flour, as the case may be.

Kansas a Great State for Wheat

Kansas not only ranks first in the amount of wheat produced each year, but also raises the finest milling wheat in the world. The average yearly production is approximately 100,000,000 bushels. The Kansas wheat crop for 1921 was 128,504,000 bushels, and the crop for 1922 is estimated at 117,000,000 bushels.

No reliable figures are available as to the amount of the Kansas crop which is exported as wheat, although it is estimated that approximately 30 to 35 per cent goes into the export trade. This will vary somewhat with the size of the wheat crop and quality. In years when there is much low quality wheat in Kansas, larger portions of it have to seek an outlet through the export trade, as this is where much of the wheat of low milling quality is disposed of.

The export trade at the southwestern markets up to the time this article was written, early November, has been very unsatisfactory, due principally to an unusual Canadian crop and the car shortage. Euro-

pean buyers also have been slow about anticipating their future requirements, apparently having been impressed by the large surpluses and low prices in America. This is regardless of the fact that the principal buyers have only fair crops in their own country and small reserves on hand and afloat.

From all information available, it seems thus far that the principal buyers have taken only moderate quantities, and they are fairly sure to be in the market practically the remainder of the season. These are the estimates of most of the recent summaries of the foreign situation and as reflected in the views of many exporters.

Growth of Flour Milling Slow

The wheat flour milling industry has long been one of the most important in the United States. The growth of the industry, however, has been comparatively slow for many years. During 1899 the mills produced a little more than 100,000,000 barrels; at present they are producing from 125,000,000 to 130,000,000 barrels. About 110,000,000 barrels, or one barrel per capita, are consumed annually by the people of the United States. The remaining portion is exported to all parts of the world. The principal markets for our surplus flour are the United Kingdom, Germany, The Netherlands and Cuba. Our total exports of wheat flour last year were 16,800,000 barrels, 5,700,000 barrels less than the average from 1918 to 1920, but equal to more than the average for the years from 1904 through 1913. The exports of wheat flour from the United States during the first nine months of this year were 10,458,370 barrels.

Kansas stands second in the United States in the flour milling industry (exceeded only by Minnesota), with a total daily capacity of 90,000 barrels, exclusive of Kansas City. On the average, Kansas mills grind from 45 to 50 per cent of the Kansas wheat crop, which, for the year ending June 30, 1921, was a production of 12,375,216 barrels. Kansas City mills produced, in the calendar year of 1921, 3,965,769 barrels, with a total daily capacity of 22,250 barrels at the present time.

Export Heaviest in the Fall

No figures are available as to the percentage of flour produced by the mills in Kansas and Kansas City that goes for export. However, it is of considerable volume, and the movement lasts practically throughout the

entire year. The heaviest movement usually is during August, September and October. The export trade is of vital importance to the millers in this country, as the American mills produce considerably more flour than is needed for home consumption, and the foreign markets are necessary to take care of the surplus output.

The export flour trade has been unsatisfactory over the period of the last two seasons. The gradual falling off of export flour business was directly due to the economic conditions abroad, which immensely stimulated home milling by the foreigner at the expense of the American millers' trade. However, as conditions abroad become more normal, the result should be an improvement in our flour trade, as the area of wheat bread consumption is steadily expanding and is limited only by the lack of purchasing power. Once wheat bread is introduced to a people, they rarely return to and are never satisfied with the coarser bread stuffs.

Corn that is shipped for export comes principally from Illinois, Nebraska and Iowa. The chief markets for our corn and corn products are the United Kingdom, The Netherlands, Germany and Denmark. Large quantities are also exported to Canada, Cuba and Mexico. In 1921, 122,954,505 bushels were exported, 58,582,806 bushels of which, or 45 per cent of the export surplus, were shipped to Canada.

However, the greater part of the movement to Canada covers corn shipped in transit through Canada for export via Montreal, as according to the statistics published by the Dominion of Canada the total consumption in Canada amounted to only 12,000,000 bushels.

Corn is the principal food for our livestock, 85 per cent of the total crop being used for this purpose. A very small percentage is exported. For example, the total yield for 1921 was 3,081,251,000 bushels, and out of this amount only 129,054,505 bushels were exported. The percentage this year will be considerably higher, as estimates indicate the total crop at slightly less than 3,000,000,000 bushels. During the first nine months of this year 14,207,000 bushels were exported, indicating that our corn exports for 1922 will exceed those of any year since 1900, when the total was 190,386,000 bushels exported.

As New Orleans is the principal Gulf outlet for export grain and products from the Southwest, the importance of this traffic to the Illinois Central System cannot be overestimated. Through our connections at important gateways, such as East St. Louis, Paducah, Memphis, etc., with the principal grain-carrying lines of the Southwest and our fine terminal facilities at New Orleans, the Illinois Central System is in position to and does render service second to none on this class of traffic.

Colonel Arn Joins Terminal Improvement

Colonel W. G. Arn was appointed assistant chief engineer of the Chicago terminal improvement department November 16. He was formerly assistant engineer, maintenance of way.

With the exception of two years that he served in the United States Army during the World War, Mr. Arn has been in the service continuously since March, 1907. At that time he was assistant engineer in charge of the construction of the Birmingham terminal. The next year he was appointed assistant engineer of what was then known as the Birmingham division.

In August, 1909, Mr. Arn was the assistant engineer in charge of the construction of the Poydras terminal at New Orleans, and in September of the same year he was in charge of the reconstruction of the pas-

senger terminal at Louisville. He was transferred to the general offices in Chicago as assistant engineer in charge of special work in June, 1910, and in August, 1912, he was placed in charge of the construction of the Grand Central Station at Memphis.

In November, 1914, Mr. Arn was appointed roadmaster of the Indiana division. He remained in that position until June, 1916, when he was made assistant engineer, maintenance of way.

A leave of absence was granted Mr. Arn in May, 1917, when he joined the 13th Engineers of the United States Army. He served in France until June, 1919, and now has the rank of lieutenant-colonel in the army reserve. He returned to his position in the maintenance of way department after his service in the army.

Prosperous Railroads Needed

(Continued from page 8)

number of locomotives and cars in bad order, less expansion of facilities than for many years, reductions of rates made by the railroads voluntarily or under orders of the Interstate Commerce Commission which on the basis of the business handled in 1921 amounted to \$400,000,000 a year, and reductions in wages authorized by the Railroad Labor Board which resulted in the shop employes' strike.

Reductions of rates were advocated on the ground that they were essential to a revival of general business. Without now arguing the question whether they were desirable or not, it is notable that general business began to revive before any reductions of rates were made. Within the last six months the freight business handled by the railroads has increased 30 per cent, and the net return earned by the carriers as a whole this year has been somewhat larger than last year, having averaged 4 per cent upon their valuation. Owing to this, to the relatively large advance which has occurred in the market prices of railway securities and to the prospective demands of a still heavier traffic, the railroads thus far this year have ordered more cars and locomotives and begun more improvements of other kinds to enable them to handle more business than they have for several years. To the middle of October orders for locomotives this year had totaled 1,792, for freight cars 122,953 and for passenger cars 1,467.

Railroads Must Make Money

Clearly it is essential to the welfare of the country that railroads should as rapidly as practicable put their existing facilities in good condition and that they should for some years rapidly improve and expand their properties. What is necessary to insure that this will be done? Those charged with the responsibility of managing railroads can make but one answer. The one thing and the only thing which ever will enable and cause the railroads to carry out a sufficient program of expansion will be to let them earn sufficient net return to raise the new capital required for that purpose.

Various plans are proposed for solving or helping solve the railway problem. Formerly one of the policies most persistently enforced for this purpose was that of com-

PELLING unrestricted competition and breaking up every consolidation of railroads which tended even remotely to interfere with competition. At present one of the policies widely advocated and contemplated by the Transportation Act is that of bringing about even more extensive consolidations than those formerly prohibited.

The point cannot be too strongly emphasized that no policy ever will do any good which is not based mainly on the principle that if the railroads are to render good and adequate service they must be allowed to earn a sufficient net return to pay the going rate of interest and reasonable dividends on their existing bonds and stocks and also on such amounts of additional bonds and stocks as they must issue and sell if they are to raise the new capital required to carry out a program of expansion. For years theorists have discussed and reached conclusions highly satisfactory to themselves regarding the net return which concerns rendering a public service ought to be allowed to earn. Their views have prevailed in our policy of regulation. The result, as I have shown, is that in fifteen years the increase in the tractive power of locomotives has declined 50 per cent and the increase in the capacity of freight cars 80 per cent, while the effect upon the increase in other facilities has been similar. The question is not what interest and dividends railroads *ought* to pay. It is what they *must* pay to get capital. That question always has and always will be determined, not by theorists, but by cold facts regarding the interest and dividends the owners of capital can get in the innumerable lines of business which compete for their favor as investors. During recent years the railroads have not been able to meet the competition of other concerns for new capital by offering relatively as high rates for it. Therefore, they have not got their share of it. That is almost the sole reason why railway expansion has declined.

Fair Return Set at 5½ Per Cent

The Interstate Commerce Commission having, after two years more of investigation, again held reasonable the valuation placed by it upon the railroads in 1920, has held it would be fair and in the public interest for them to earn in future an average annual net return of 5½ per cent on this valuation. In view of past experience in the railway business and of present economic

conditions, it is impossible to comprehend how any reasoning mind could conclude that the earning by the railroads of any smaller average return than 5¼ per cent over a period of years would enable them to raise the large amounts of new capital which, in the interest of the entire producing, commercial and consuming public, they should raise and invest.

It is a fact, however, which we must not minimize or disregard that a strong and widespread propaganda is being carried on to secure legislation to reduce the net return of the railroads to a much lower basis than that which the commission has held reasonable. It has been proposed in bills introduced in Congress to restore to the states the same authority to regulate rates that they had before the Transportation Act was passed. This would remand the railroads again to the rule of forty-nine masters. It would result in the states' again making state rates lower than the corresponding interstate rates. It would destroy the ability of the Interstate Commerce Commission so to regulate rates as to enable the railroads to earn adequate net returns.

In addition, the valuation made by the Interstate Commerce Commission is being attacked by certain labor and political leaders on the ground that it is from \$5,000,000,000 to \$7,000,000,000 too large.

The passage of the valuation act, under whose provisions the Interstate Commerce Commission collected and compiled the information upon which the valuation was based, was obtained nine years ago chiefly by men who claimed that the railroads as a whole were grossly over-capitalized. Basing its estimate mainly upon the wages and prices of materials which prevailed in 1914, the commission, after eight years' work in carrying out the valuation law, has found that the value of the railroads as a whole, while less than the investment shown by their books, is more than \$2,000,000,000 greater than the amount of their securities actually outstanding in the hands of the public. The commission is composed of eleven men who have been appointed by three different Presidents from nine different states. Only one of them ever was a railway officer, and five of them have been members of state commissions. Nothing could be more unreasonable than to assume that such men would be disposed unduly to favor the railroads or that, after their

years of study of the problem, they would be less able to make an intelligent valuation than politicians and labor leaders who have no responsibility for the results of railway regulation and who seek to promote their own selfish interests by carrying on propaganda against the railroads.

Propaganda Against Esch-Cummins Act

Nevertheless, it would be unwise to ignore the fact that many persons, especially railway employes and farmers in the Middle West who are suffering from adverse conditions, are believing and being influenced by this propaganda. Its avowed purpose is to bring about changes in federal regulation by which the valuation would be scaled down billions of dollars and the net return of the railroads correspondingly restricted. The attack is directed chiefly against the rate-making provisions of the Esch-Cummins Act. The most important of these provisions now in effect is that which directs the Interstate Commerce Commission in fixing rates to consider the need of the country for adequate transportation. Therefore, the principal thing Congress would do by repealing the rate-making provisions would be to say in effect to the commission that it should not in future consider the need of the country for adequate transportation.

Plainly those who advocate this policy ignore the fact that the greatest present menace to the prosperity of the country is that it has not adequate means of transportation. No more deadly blow to railway credit, to the ability of the railroads to expand their properties, to the nation's good faith and prosperity, could be struck than by legislation such as they propose. It would tend to stop such increases of the capacity of the railroads as are now being made and to cause a chronic shortage of transportation which would seriously hinder all increase of production and commerce as long as it lasted. Only men who ignore the present transportation situation, who are mad with prejudice against the railroads or who are bent upon the destruction of private ownership could advocate such a policy. It is probably significant that almost every leading advocate of this policy has been, or is now, an avowed advocate of government ownership of railroads and other socialistic policies.

The practical value of every law depends on the way it is administered. Nobody

would claim that the Transportation Act is a perfect law or that it has been administered with perfect fairness and wisdom. There are many, however, of whom I am one, who believe it is the best law for the regulation of railroads ever passed, that it has not yet been given a fair trial, and that any changes which might be made in it now, after it has been tried only three years under constantly abnormal conditions, would be much more likely to make it a worse law than a better one. There is no doubt, however, that further attempts will be made to obtain changes in it and especially in its most important provisions—those relating to the settlement of labor controversies and those relating to rate-making.

Public Won't Support Strikes

The principal lesson taught by the out-law switchmen's strike two years ago and the recent shopmen's strike seems plain enough. Both, after doing much harm, proved failures. They plainly indicate that, having established an impartial tribunal to pass on labor controversies, the public will always be so strongly against railway employees who strike that most strikes will in future be foredoomed to failure from the start. The public and the railroads long since decided it would be best for all concerned for differences between the railroads and their employees which could not be settled by direct negotiations to be settled by arbitration. Labor leaders have been hostile to arbitration. There are indications, however, that railway labor leaders who are not infected with radical hostility to the entire present industrial and social system, but who are simply striving to promote the best interests of members of their unions under the present industrial system, are losing confidence in strikes, and especially in strikes on a huge scale, as means for promoting the welfare of labor. When the railroads were returned to private operation sixteen railway labor unions were working together under an alliance which almost constituted "one big union" of all railway employees. Since then, owing to various causes, the sixteen labor unions have almost entirely ceased to act in unison. The railroads have insisted upon the desirability from the standpoint of all concerned of national negotiations with labor being abandoned and of individual railroads or groups of railroads dealing with their own

employees according to their local conditions and needs. The only nation-wide railway strike in history having proved a failure, there has been a great increase of sentiment among employees themselves in favor of the policy that railroads have stood for, and there is good reason to believe that the danger of extensive strikes has been greatly reduced.

The principle of arbitration of railway labor controversies that cannot be settled by direct negotiations is absolutely sound and should and must be maintained. The public should, and in the long run will, refuse to tolerate such private wars and interferences with service in an industry whose efficient and uninterrupted operation is essential to its welfare. While the railroads are now handling practically as large a business as they ever did, the shop employees' strike has caused much economic waste, and has given the public some idea of the much greater loss and suffering that would be caused by a strike which actually did interrupt all railway service. The public should and will, if necessary to its protection, adopt and enforce legislation for compulsory arbitration of railway labor disputes. If it does not seem probable that this will be done in the near future, this is because the shop employees' strike was so soon won by the railroads with the aid of public sentiment that the danger of great national railway strikes has been reduced.

Must Appeal to Employees and Public

With respect to the valuation law and the rate-making provisions of the Transportation Act, there seems real danger that they will be changed for the worse unless the public can be given a better understanding of the railway situation and of what must be done to improve it if it is not to be allowed to restrict the growth of production and commerce until it brings a great disaster upon the nation. That disaster must be avoided; and therefore adoption of the policy that would cause it must be prevented.

In concluding my remarks I wish to emphasize as strongly as I can the duty that those responsible for the management of the railroads owe to their security owners and to the nation to make much greater efforts than they ever have to give railway employees and the public a better understanding of railway management, of the railway situation and of the railway problem.

Most of the troubles of mankind are due to lack of understanding or to misunderstanding. Most of the employes of the railroads are good citizens who do their duty as they see it and who desire to contribute their share toward their country's progress and prosperity. I have an abiding faith, based upon long experience as a railway officer, that, if the managements of the railroads will not only treat the employes fairly but will also get to them the facts about the railway business which they are entitled to know and appeal to and rely upon their intelligence and good sense, a large majority of railway employes will respond in what they say and do in the same spirit. We have too long allowed irresponsible and reckless propaganda to be disseminated among our employes without doing enough to combat it and to set the owners and managements right before the employes. The labor conditions of which we have complained so much have been partly due to our own sins of commission and of omission. It is time we recognized the fact that if we are to get a good understanding with the employes we must present to them the information about their and our business on which a good understanding can be based; and that if we are to expect them to give the most loyal and efficient service we must say and do the things which will show them why it is to their own interest to give such service.

Why Facts Must Be Spread

I have, besides, an abiding faith in the fairness and good sense of the American public. We should never have had the unfair and harmful policy of regulation we have had for fifteen years if there had not been abuses in the railway business which the managements themselves ought to have corrected. Furthermore, we should not have seen this policy persisted in year after year if the railway managements had not failed to use legitimate means which were available for presenting to the public the simple facts which demonstrate that, in spite of some abuses, the railroads of this country have been as honestly, as economically and as public spiritedly developed and managed as any large industry in the world. The public does not and never did desire to confiscate any investment which has been honestly and sanely made. Certainly, it never deliberately decided to adopt and carry out a policy of government regu-

lation with the intent and expectation that it should not only be unfair to investors but in addition should so reduce the development of the railroads that it would finally bring to a stop the progress of the country's production and commerce. Our farmers, business men and workmen would not give a moment's hearing to demagogues and enemies of social order who propose to solve the railway problem by scaling down the valuation billions of dollars and thus confiscating billions of dollars of legitimate investment if they knew more of the facts about the railway business and in consequence understood the significance and purpose of such reckless and wholly unprincipled proposals. That the public has so often been misled regarding railway matters in the past and that so large a part of it is being misled regarding them now is largely due to the failure of the railroads frankly and persistently to present their case to the public. We have relied too long on presenting our case mainly to legislative committees, commissions and courts. In the long run public sentiment always has determined, and it always will determine, what lawmakers, commissions and courts will do; and until we do what is necessary to make the public understand the railway situation and the railway problem we shall never long have a sound policy of regulation.

Since a sound and enduring solution of the railway problem is so essential to the welfare of all of us, the railroads ought in this work of educating public opinion to be given the co-operation and support of public men, of the press and of leaders in all the walks of life. The Railway Business Association has been a leader in presenting the facts about the railway situation to the public and in striving for fairer and sounder regulation; and I would consider myself remiss in the performance of a duty if I did not express on this occasion the debt of appreciation and gratitude that I believe the railroads and the people of the country owe to the officers and members of this organization for the work along this line that they have done. Our railway problem is not merely the problem of railway owners and managers. It is the problem of every line of business and every class of people. Unfair and unwise regulation in the past has seriously harmed the owners of railway securities, who have seen honest and legitimate investments greatly depreciated in value over a period of years or actually

wiped out. But it has also done much harm to investors and workers in other industries; and a renewal and continuance of the past policy of regulation, by preventing a revival of the expansion of the railroads, will restrict the increase of all business, and bring a creeping paralysis upon all production and commerce that will cause losses many, many times greater to other industries, to our farmers and to our working

class, than to the owners of the railroads. Therefore, the duty—the selfish duty, if you please—of helping create an intelligent public sentiment regarding regulation of railroads rests upon our agricultural leaders, our business leaders, our public men and our newspapers as much as upon railway managers; and all will suffer in the disaster that will result if such a public sentiment is not created.

What Patrons Say of Our Service

A Tribute to Illinois Central Courtesy

President C. H. Markham recently received the following letter from Henry B. Utley, vice-president of the International Harvester Company, Inc., 606 South Michigan Avenue, Chicago:

"Prompted through some recent trips over your lines, I am writing to express my appreciation of the unusual courtesies extended by your road to its patrons—courtesies more pronounced, I am sure, than can be experienced on any other road in the land, or at least over any of the roads that I personally use with considerable frequency.

"American people, as you are well aware, are prone to criticise. Especially is this true of those patronizing the railroad; and this habit of the traveling public is my chief reason for wishing to acknowledge through this letter my full appreciation of what I regard as railway service at least fully equal to the best in the land."

Witnessed a Pleasing Incident

Robert R. Grace, 131 Garfield Street, Decatur, Ill., recently wrote as follows to President C. H. Markham:

"While waiting in your Union Station, Mattoon, Ill., I witnessed one of the most pleasing incidents I have ever seen. Your train due here at 1:10 p. m. has, to my idea, the most efficient train crew on your line or any other road.

"When this train was letting its passengers off, an old crippled lady was carried off by the train crew. After getting in an invalid chair, she began thanking the crew for their kindness. The conductor, after such an exhibit of kindness, gave the old woman a hearty handshake and bade her good-by.

"This crew practiced the last word in

efficiency and loyalty. We all wonder why the Illinois Central is such a big organization. How could it help but progress with such a display of courtesy to the traveling public?"

Personal Attention Appreciated

W. H. Brill, general passenger agent at New Orleans, recently received the following letter from H. Van R. Chase, manager of operations of the New Orleans Association of Commerce:

"I want to express to you my very great appreciation for the most excellent service rendered by your company in seeing that my mother, who is not used to traveling, was taken care of on her arrival on the Michigan Central train and placed on the Panama for New Orleans.

"She said everyone was so kind to her and did everything to make her comfortable. You know this means a great deal to a woman 72 years old who has never taken a long trip or ever slept in a sleeper.

"I personally want to express to you my great appreciation."

Service Liked by U. S. Engineers

President C. H. Markham recently received the following letter from Charles D. Jewell, first lieutenant, C. E., commanding Engineer Training Company No. 6, Camp Travis, Texas:

"Engineer Training Company No. 6 thanks you cordially for the excellent service rendered on your line from Chicago to New Orleans during the days of October 2 and 3. Your agents gave prompt and efficient assistance all along the line. We commend especially your dining car service from Memphis to New Orleans. Mr. J. F. Vezina, in charge of diner No. 3994, left nothing undone to add to the pleasure of the trip."

Hallowe'en a Big Event at Carbondale, Ill.

*Thousands Crowd City to See Annual Parade and
Take Part in Merrymaking That Accompanies It*

THOUSANDS of persons in Southern Illinois crowded into our trains going toward Carbondale the afternoon and evening of October 31 to participate in the annual celebration of Hallowe'en by that city. Carbondale had extended a general invitation to everyone to enjoy its "Mardi Gras" festival that night, and a crowd estimated at 20,000 visitors thronged the business district.

An announcement that Carbondale was to celebrate was all that was necessary to attract such a large number of persons, for that little city has established a reputation for its observance of Hallowe'en that is seldom equaled by celebrations of any kind in even larger cities. Carbondale has celebrated the occasion for the last fifteen years. At first only a few persons masqueraded and strolled along the streets; then a parade was planned in 1912 to make the evening merrier. Those who attended the celebration that year were so generous in their praise and advertised the festival to such an extent that the next Hallowe'en found Carbondale flooded with visitors. Since then it has become an established fact that a visit to Carbondale on the evening of October 31 means a jolly good time. And the celebration has increased in importance each year.

Legion Post Handled Arrangements

Arrangements this year were under the direction of Donald Forsythe Post No. 514 of the American Legion, and many workers lent their earnest efforts and joined the spirit of the occasion to make the evening a complete success.

Darkness had hardly begun to settle over Carbondale on the Hallowe'en just past when fearsome things began to prowl the streets. Witches, imps, pigmies, monsters and hideous ghosts flitted here and there; and then druids, kings, paupers, princesses, monks and clowns could be seen mingling in the spirit of mischievous make-believe. There were slender girls in the flush of youth and beauty masqueraded to defy recognition by the gallants who vainly pursued. Joy reigned supreme as the weirdly costumed

figures danced about the city, and laughter and song mingled to make the occasion one long to be remembered. The streets and sidewalks were packed with funmakers.

After three hours of unrestrained fun of this sort, the blare of trumpets sounded above the noise in the streets, and the multitude was forced back to the sidewalks and curbstones. Numerous brilliant flares of red could be seen in the distance. The parade was approaching with hundreds of fusees adding splendor to many floats.

Heralds robed in flaming scarlet and mounted on jet black horses moved slowly up the street as the crowd gave way. Then came the guards of honor for the queen of the celebration, who followed in a beautiful golden chariot drawn by four great, iron-gray horses. Miss Mary YOUNGBLOOD was the queen of the night.

Parade a Mile and a Half Long

Twenty-six symbolical floats, hundreds of masqueraders, two bands and many advertising floats followed in the wake of her majesty. The parade was estimated as a mile and a half long.

First in line was the American Legion float. A soldier in full field equipment was kneeling before the figure of Liberty. Then came a dainty float carrying two little tots, the children of Carbondale soldiers who served in the World War.

On a float representing the spirit of Hallowe'en witches and other wild figures watched a forked-tail imp stir the fire under a kettle of brew. The float was a mass of trampled corn stalks.

Education was represented by a stately young woman holding a light high over a thick book.

The great orchards of southern Illinois were depicted by a tree of apples mounted on a roomy float, with workers busy at a cider press.

Two young women in Egyptian poses before small pyramids represented that part of southern Illinois known as "Egypt."

The coal industry had a float showing miners in their garb of toil, with pit mule and car.

The various church organizations and

women's clubs of Carbondale entered floats.

A miniature caboose mounted on a truck was the contribution of W. A. Wing Lodge No. 549 of the Brotherhood of Railroad Trainmen, Illinois Central employees.

Several phases of high school life were shown in the float of the Community High School of Carbondale.

The rural schools had one float showing their condition in former years and another showing the modern rural school. The dunce cap and teacher with an extended ruler in the first float caused many ripples of laughter. It was awarded first prize in the comical float contest.

Andy Gump was there and received many

rousing cheers. He sat on a float with his political followers at a mimic rally and was kept busy doffing his broad-brimmed hat to the thousands of admirers along the line of march. This float received the prize for having the most comical cartoon character of the parade.

After the parade had passed, the gap in the street closed and the masqueraders continued their joyous round. The celebration lasted until 2:30 a. m., when No. 4 carried away the last of those who had come to Carbondale for the celebration.

The Carbondale merchants responded to the spirit of the occasion and decorated their display windows with various scenes of Hallowe'en.

Some Illinois Central Friends in Louisiana

The following contribution, dated October 15 and signed "Citizen," pays a well-deserved tribute to a community that has always been a good friend of the Illinois Central System.

I would suggest that you include in the next issue of your magazine for meritorious conduct the name of Mrs. J. H. McMahon, wife of J. H. McMahon, extra gang foreman, Hammond district, Louisiana division. On her return from squirrel hunting yesterday evening near her place at Napton, La., she found a joint with all the bolts broken out of one end. As it was a very cool evening and the rails were creeping as a consequence, the rail was in a dangerous condition to run over that night. On her arrival at Hammond Mrs. McMahon reported the matter to her husband. Mr. Chumley, our roadmaster, came along at that time and immediately dispatched a gang to repair the defective joint.

Mrs. McMahon's keen perception of danger in this case and her solicitude for others are in keeping with the environment in which she has been reared. From childhood she has lived on the shore of Lake Pontchartrain. Her father, Mr. Slosser, came here as a timber cutter when this country was a dense cypress forest; he was attracted to the rich soil on the lake shore and purchased a tract of land on the lake front. He cleared an acre and planted it to cabbage. The returns on it were so satisfactory that he cleared a large place and soon became independent.

In those days there was no railroad here.

and he shipped his freight to and from New Orleans by schooner. Later the Illinois Central, that great railroad which helps everybody it touches and every country through which it runs, was built through this marsh country, a most remarkable piece of engineering skill and daring. The road-bed has settled so much that in some places the gravel is thirty-three feet deep under the track. Mrs. McMahon's father and mother enjoyed the distinction of riding the first passenger train that passed through this country to New Orleans.

Mr. Slosser's success and the coming of the Illinois Central encouraged others to settle on the lake, and soon there was a prosperous colony of Germans settled here. They continued to prosper until that terrible storm in 1915 pretty nearly wiped them off the map. Twenty-nine persons were drowned in that flood, and many of those whose lives were spared moved away.

A most remarkable thing about this destructive storm was the comparatively small damage to the cattle. After the water subsided these sturdy cattle, after having been washed for miles into the swamp, came marching back to their accustomed range, and now this is getting to be a stock country, there being several herds along the lake. Mr. and Mrs. McMahon, who have acquired the Slosser place, have a splendid herd, and as they do not have to feed or house the herd through the winter they are making a handsome profit.

Mrs. McMahon is the youngest daughter

of the Slosser family. Her life on the lake, with its frequent tropical storms and other dangers incident to pioneering in a wild country, has instilled in her nature a contempt for danger. She often goes hunting alone, and deer or squirrels, which abound in this country, stand a poor showing under her unerring aim.

An incident which took place on a train not many years ago gives emphasis to the splendid character of the colony of twenty families which formerly inhabited this lake front. It also furnishes an unparalleled example of co-operation between a community and the railroad which serves it. Mrs. McMahon was on the train from New Orleans. We were having a gale off the lake that day, accompanied by a heavy rain. Captain Louis McLaurine, that chivalric and courteous gentleman and worthy descendant of that famous family of McLaurines which added luster and honor to itself and Mississippi, was the conductor in charge of the train. He had his train stop in front of Mrs. McMahon's house, which was half a mile south of the station where she was to have got off.

When she alighted she turned to thank him for his courtesies.

He said: "Go on; you have paid me a thousand times for this favor."

He then turned to me and said: "I used to run on a local freight down here, and when we would roll up to one of these freight platforms to take on freight these people would meet the train with dinner for the entire crew. They would load the freight while we ate, and I have never known one of them to sue this railway company for a dollar."

If there is another community of twenty families living for seventy-five years adjacent to the Illinois Central or any other

railroad which can boast of a record of this kind, I think it would be of interest to the readers of the *Illinois Central Magazine* to hear of it.

A CRIME AGAINST CHILDREN

A girl writes us that she was allowed to grow to womanhood without an education, because her father, though he could afford to keep her at school, thought it a better bargain to keep her at work. Now she says she must pass through life constantly humiliated by her ignorance, because she does not have the education that other girls about her have.

There is no greater wrong parents can do their children than to deprive them of a good education, of a good start in life. Every child has a right to be well born and well started in life; so started that he will have a fair chance in the great competitive game, and not be perpetually handicapped by the lack of education, poor health, an under-developed body, or some other preventable mental or physical defect which seriously jeopardizes his success in life.

To rob a child of the advantages his Creator has designed for him is a double crime—a crime against God and against the child.—*Success Magazine*.

SUCCESS

Men fail largely for three reasons:

First, they cannot analyze themselves correctly, nor are their parents or teachers able to do so.

Second, men do not form logical plans of procedure.

Third, they lack self-confidence and continuity of purpose.

Rivet these things accurately for a man and success is inevitable.—H. HIRAM HERTEL in *Forbes Magazine*.

NEWS OF THE DIVISIONS

AROUND CHICAGO

Office of Auditor of Freight Receipts

Cupid entered the record division and took the heart of Miss Anna McNamara, who has been in the service of the Illinois Central for eleven years and, has now resigned in order to cook square meals for Thomas Coyne of the local freight office at South Water Street. On October 31 Miss McNamara was presented with elaborate and beautiful gifts, including a beautiful floor lamp, a dozen iridescent sherbet glasses, a dozen iridescent goblets, an electric iron, a large

linen table cloth, with napkins to match, a pyrex casserole and a pyrex baking dish. On finding all this laid out on her desk and the lamp lighted, Miss McNamara said she thought it was all a dream. On November 9 her girl friends from the A. F. R. division surprised Anna with a shower at which she received more beautiful gifts, every one of which she will find useful in her new bungalow in Avalon Park. Mr. and Mrs. Coyne will be at home at 8253 Blackstone Avenue after December 1.

H. H. Vale is receiving the congratulations

of his many friends on the arrival of a son, Harold H. Vale, Jr., at his home, August 25. His department sent Mrs. Vale a beautiful bouquet as an expression of good wishes.

ILLINOIS DIVISION

Miss Marie Lowry, daughter of Thomas Lawry, 301 West Green Street, Champaign, became the bride of Harold F. Mooney, son of Mr. and Mrs. Dan Mooney of Villa Grove, on Wednesday, November 1, at Holy Cross Church, the Rev. William F. Frawley, pastor of the church, officiating. The bridesmaid was Miss Adelaide Lowry, sister of the bride, and Wilbur Mooney, brother of the groom, was best man. Both Mr. and Mrs. Mooney are graduates of Champaign High School and attended the University of Illinois. At present Mr. Mooney is employed as an accountant for the Illinois Central. After the ceremony a 3-course breakfast was served at the home of the bride, with the immediate families as the only guests, after which Mr. and Mrs. Mooney left for New York City. They will be at home to their friends after December 1 in the Dodson Apartments, 408 North State Street, Champaign.

Miss Billy Friend has resumed her duties as file clerk after an enforced vacation of almost a month caused by an operation for appendicitis.

OUR DIVISION EDITORS

Chicago Terminal—Mr. E. C. Harper, Chief Accountant, Room 205, Central Station, Chicago.

Illinois—Mr. George Strauss, Assistant Chief Clerk to Superintendent, Champaign, Ill.

Indiana—Miss Florence McShane, Secretary to Superintendent, Mattoon, Ill.

Iowa—Mr. Emmett Coffey, Chief Clerk to Roadmaster, Fort Dodge, Iowa.

Kentucky—Miss Anne Sweeney, Stenographer, Superintendent's Office, Louisville, Ky.

Louisiana—Miss Claire Pimm, Clerk, Superintendent's Office, McComb, Miss.

Memphis—Mrs. Collie P. Said, Secretary to Superintendent, Room 315, Grand Central Station, Memphis, Tenn.

Memphis Terminal—Mr. William Gerber, B. & B. Clerk, Room 306, Grand Central Station, Memphis, Tenn.

Minnesota—Miss Lucille Sims, Secretary to Superintendent, Dubuque, Iowa.

Mississippi—Miss Kathleen Hadaway, Secretary to Superintendent, Water Valley, Miss.

New Orleans—Mr. Thomas Treanor, Superintendent's Office, Vicksburg, Miss.

New Orleans Terminal—Miss Myrtle Biersoll, Care of Superintendent, New Orleans, La.

Springfield—Miss Della Morrison, Stenographer, Superintendent's Office, Clinton, Ill.

St. Louis—Mr. J. W. Brown, Clerk, Superintendent's Office, Carbondale, Ill.

Tennessee—Mr. Rufus Kemp, Jr., Office of Trainmasters, Fulton, Ky.

Vicksburg—Mr. J. S. Terry, Train Dispatcher, Greenville, Miss.

Wisconsin—Mr. J. A. O'Neill, Assistant Chief Clerk to Superintendent, Freeport, Ill.

A NEWS-GATHERER



Here is Miss Anne Rose Sweeney, our Kentucky division editor. Miss Sweeney was employed October 1, 1915, as stenographer in the superintendent's office at Louisville, a position she still holds. She was born at Owensburg, Ind., and at the age of 3 moved with her parents to New Albany, Ind., where she has lived since. She was educated in the public schools and high school at New Albany and the New Albany Business College. In 1913-1914 she attended Indiana University and was a member of the Delta Zeta sorority.

Mr. and Mrs. M. A. Sheahan announce the arrival of a fine 7-pound boy October 31. Instrumentman Sheahan hasn't announced any plans for the newcomer's future, but we imagine as soon as the boy finds out all about "Santa Claus" he'll be started at the more serious business of learning the technique of railroading in the Illinois Central way.

Miss Margaret Baker now answers the stenographer's buzzer in Roadmaster Downs' office in place of Miss Viola Monahan, who has handed in her resignation as a preparatory step to carrying out matrimonial plans involving the roadmaster's chief clerk, Thomas E. Neary.

The boys on the division tightened their belts October 29 and set up new records of 1,648 loads and 127 empties moved to the Chicago terminal out of Champaign and 559 loads and 31 empties moved out of Clinton.

Superintendent Hevron and City Passenger and Ticket Agent Knapp piloted the Michigan football special to Ann Arbor, October 27. Coach Zuppke and his team were accompanied by a large delegation of rooters, who report the Illinois Central service highly satisfactory. Other excursions have been run

to the Wisconsin and Chicago games with Illinois. Large crowds signified their intention to take advantage of the Illinois Central service at those times.

INDIANA DIVISION
Accounting Department
(Miss Norienne Quinn)

Joe Eddington has returned from the Illinois Central Hospital, Chicago. He was confined there several days on account of an infection in his mouth.

Mrs. M. P. Fortner of Agent Gorman's office, Mattoon, has filled the vacancy left by the departure of Miss Cora Burch, who accepted a position in the superintendent's office formerly held by Carlton Schlicher.

Trainmaster's Office, Mattoon
(Miss Essie Reams)

Trainmaster Keene has a new baby girl at his home, Mary Jane, born October 18.

R. H. Browning was appointed general yardmaster at Evansville, Ind., September 20; Glen P. Brock was appointed assistant yardmaster July 27.

Chief Dispatcher's Office
(W. C. Scott)

Business is still good on the Indiana division. A heavy coal movement through Evansville averages more than 100 cars daily.

A new telephone switchboard has been installed, which will soon be in operation.

This will improve the service greatly, with a great saving of time to all using the phones.

Operator Virgil Haynes has been assigned to the second trick at Palestine, Ill.

Dispatcher M. W. Storm has returned to work after attending the funeral of his father-in-law.

Chief Dispatchèr Freigo, who is having a vacation, is relieved by Dispatcher J. W. Bledsoe; Dispatcher C. C. Ratcliff from the Southern Lines relieves Mr. Bledsoe.

Mattoon Shops
(Miss Flora Adrian)

Engineer and Mrs. W. E. Delay and son of Palestine, Ill., have returned from Jacksonville and Miami, Fla., where they have been spending several weeks.

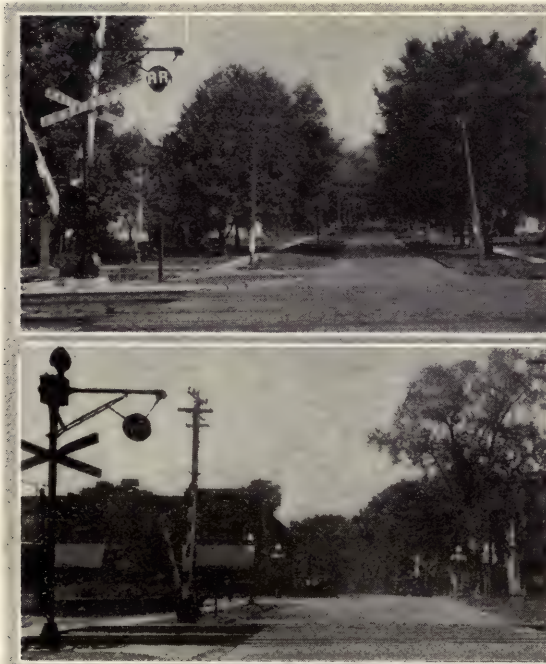
Mrs. C. P. Wilson and daughter, the family of Engineer C. P. Wilson of Palestine, will depart soon for Rio Grande, N. M., on account of sickness.

Mrs. E. A. West and son, the family of Engineer E. A. West of Palestine, Ill., are leaving for Jacksonville, Fla., on account of sickness.

W. C. Powers, night roundhouse foreman, is visiting in Tucson, Ariz., on account of his health.

Mrs. Sullivan, daughter of Mill Foreman T. C. Rowe, Mattoon, passed away at the home of her father November 8.

J. Vandeventer, pensioned bolt machine man, Mrs. Vandeventer, George P. Clark,



Top, left: Electric wiggag crossing signal at First Street, South, Onarga, Ill., replacing hand-operated crossing gates. Below, left: Similar equipment at First Street, North, Onarga. At right: Gang which installed the new signals at Onarga. Top row, left to right: E. H. Brown, George Ringo, Guy Fox; middle row: Alpha Rose, Arthur Cohea, Charles Hildebrandt; front row: Leo Reynolds, Kenneth James, James Bright. Photographs from S. C. Hoffman, supervisor of signals, Illinois division.

pensioned machinist, and Mrs. Clark have returned from Niagara Falls and other points of interest in the East.

Agent's Office, Mattoon

(W. P. Wooldridge)

Chief Clerk R. E. Welch was off several days recently on account of the death of his sister, Mrs. Mary Sullivan.

Miss Josephine Gustafson has taken a position as stenographer in the agent's office left vacant by Miss Sylvia Armstrong. The last report from Miss Armstrong was that she was holding a good position in Los Angeles, Cal.

Clarence B. Crane has been employed as extra clerk in the Mattoon freight office.

M. Dorsey, agent, now on a six months' leave of absence, was a caller at the Mattoon freight office recently, having just arrived from a trip east, visiting New York City, Philadelphia, Baltimore, Washington, D. C., and other points of interest. Mr. Dorsey left for a trip west, which will include points in the states of Oregon, Washington and California.

David Kindleberger is a new yard clerk employed at Mattoon freight house.

The following rapid handling of cars has been reported by Conductor Hamilton on locals Nos. 293 and 294 between Mattoon and Decatur: IC-95524, company ties, out Mattoon, No. 294, 9/27, 7:45 a. m.; car set out Dalton City; 294 dropped note to section foreman north of Dalton City, who promptly came in and unloaded them; 293 picked up empty and arrived Mattoon 6:40 p. m. No. 293, 9/28, out Decatur 2:15 p. m., had B&O-88372 with fourteen crossing planks for Suffren; 293 stopped at Suffren, where gang was laying rail and had men unload the plank; took car to Bethany, spotted to lower elevator; they loaded car, and 294 moved car out 9/29, arriving Decatur 2:15 p. m.

Charles W. Anderson, for many years stationary engineer at our Mattoon, Ill., shops, passed away October 28 at the age of 81 years 10 months. Mr. Anderson was born in Knox County, Ohio, January 28, 1841. At the age of 14 he came to Illinois with his brother, James, and settled on a farm near Trilla, Ill. After a few years, he came to Mattoon, working at various things until January, 1881, when he went to work for the Illinois Central (then known as the P., D. & E.) as stationary engineer. There he worked until he was pensioned in 1915, making thirty-four years' continuous service. He was married on Christmas Day, 1864, to Miss Elizabeth Payne, who died in September, 1903. To them were born four children, two of whom are living. Mr. Anderson was married again in May, 1905, to Miss Mary Elizabeth Masteller of Oskaloosa, Iowa. Mr. Anderson was a favorite with all with whom he came in contact. His gentle and pleasing manner won him many friends, and he will long be remembered by those who



C. W. Anderson

One Hundred Fourteen

saw him from day to day in the stationary engine room, and also those who visited with him after he was pensioned, while he made little trips on his annual pass, which he seemed to enjoy very much.

SPRINGFIELD DIVISION

Superintendent's Office

Twelve thousand tons of coal which had been unloaded in the east yard at Clinton in order to conserve coal-carrying equipment was discovered on fire recently. The prompt action of the road department in changing tracks and getting the fire cut off by the use of clam shell was responsible for preventing a considerable loss.

On account of the severe and continued drought the water supply on the Springfield division has been seriously menaced, and the necessity of handling additional trains for water has made traffic much more dense.

In October, 1922, the Springfield division reached its peak in ton miles, with 17,000,000. The present indications are that November business will be equally as heavy as that of October.

A. B. Gage has been appointed chief clerk at the Decatur freight office, vice Z. C. Snell, assigned to other duties.

R. Fulk has been assigned to the position of accountant in the Decatur freight office.

M. Harris has been assigned to the position of cashier in the Decatur freight office.

Miss Eva Gilliland, third trick operator at Maroa, has taken a leave of absence for ninety days on account of ill health.

Trainmaster's Office

(Miss Clara Hoyt)

Conductor M. J. Kennedy reported for work November 13, after an absence of three months on account of illness, and has taken the runs he formerly had between Clinton, Springfield and St. Louis.

When Conductor J. L. Ford recently enjoyed a two weeks' vacation, Conductor J. J. Milan filled his place on trains Nos. 17 and 18 between Chicago and St. Louis.

Z. C. Snell, who was formerly chief clerk to Freight Agent Morgan at Decatur, has been appointed traveling freight and passenger agent with headquarters at Springfield, Ill., vice L. T. Hoyer, resigned.

Art Clause, popular conductor on the Springfield district, and Miss Eva Hitt were married in Peoria November 6. They will reside in Clinton.

Conductor Burkhardt, who was filling the vacancy left by Conductor M. J. Kennedy, has relieved Conductor Lovell on runs Nos. 517 and 518 between Clinton, Springfield and East St. Louis.

Brakemen H. R. Davidson, D. P. Easley and F. B. Dyer were promoted to conductors Sunday, October 29.

Conductor F. D. Crum, who had been in the service of this company for the last ten years, passed away November 2 and was buried at Clinton, Sunday, November 5.

Night Yardmaster Ed Miller, Decatur, has been appointed general yardmaster, vice H. Kippenhan, assigned to other duties.

J. E. Ryan, yard foreman, Decatur, has been appointed night yardmaster to fill the vacancy left by Mr. Miller.

Fon Hale has been appointed chief yard clerk at Decatur, a position recently created.

William Ryerson, yard clerk at Decatur, has accepted a similar position in Clinton yard.

A. L. Phares, yard clerk at Clinton, has

Illinois Central Magazine



Hamilton Watch

"The Watch of Railroad Accuracy"

A Christmas Gift Worth While

TAKE advantage of your first Christmas shopping trip to visit your jeweler and see the Hamilton Watches. You will naturally be seeking gifts worthy the name for those who are near and dear to you—and frankly, can you think of any gift more sensible, more practical and more useful than a Hamilton Watch?

Every one needs accurate time. Once a luxury, accuracy of time is today a necessity—not only to Railroad Men, but to every man and woman, boy and girl. Furthermore, a Hamilton Watch is a gift that will last, and be appreciated for its accuracy and performance for many years to come.

There is a Hamilton for every member of the family. Your jeweler will be glad to show them to you and explain the various movements. You will be particularly interested in the following:

The No. 992
16-size
Railroad Timekeeper
of America

Movement Only
\$48.50

A fine gift for the family
to give to Father.
(Other 16-size movements
at \$25.00 and upward)

The No. 986
"Milady's Watch of
Accuracy"

In Gold Filled Engraved
Case, \$46.00

A beautiful wrist watch
and an ideal gift for
Wife or Daughter.

The No. 914
12-size, 17 jewel, 3
position, adjusted move-
ment, permanent case,
\$62.00

An excellent gift for a
young man. Engraved
or plain case, fancy or
plain dial. A fine time-
keeper.

Engineer William E. Loco, of the Chicago and North-western, has three sons, all of whom he has presented with Hamiltons. Engineer Loco knew full well that he gave not only a gift but a timekeeper which, by its sturdiness and dependability, would teach the value of these qualities.

Select a Hamilton, then, for THE Christmas gift—and you will make no mistake. We will be glad to send our New Timekeeper to you free of charge—it will help you to make your choice and gives much valuable watch information.

HAMILTON WATCH COMPANY
DEPARTMENT A
LANCASTER, PA., U. S. A.

accepted a position as billing clerk in the Springfield yard.

E. R. Evey, refrigeration clerk at Clinton, has taken up work in the office of Mr. McPike, Chicago, and Foreman William Crum has filled the vacancy left by Mr. Evey.

Road Department

(John Phillips)

Jodie Buntin has accepted a position as rodman on the Springfield division. Mr. Buntin has been working on construction work at Monee, Ill.

Signal Maintenance Foreman F. W. Yeager has been promoted to signal inspector with headquarters at Memphis, Tenn. Traveling Signal Maintainer F. W. Lynch has been assigned to the position of signal maintenance foreman with headquarters at Clinton.

Little Eleanor Russell, daughter of Roadmaster Russell, is recovering from a broken arm received from a fall recently.

Mr. and Mrs. Ben Lowe are the parents of a daughter born November 1. Mr. Lowe is employed as a clerk in the office of Signal Supervisor Weld.

Band Leader Forrest M. Shumaker directed the high school band at a carnival held in the Y. M. C. A. Building, Clinton, November 10. Mr. Shumaker is employed as clerk in the roadmaster's office.

A son was born to Mr. and Mrs. B. J. McAbey November 13. Mr. McAbey is employed as motor car repairman at Clinton.

Dispatcher's Office

(Gladys Westerholt)

Assistant Chief Dispatcher W. W. Huff recently spent a few days at Ramsey hunting and had excellent luck.

A. L. Vallow left November 15 for an extended visit in the South, including Jacksonville, St. Augustine, Key West and other points of interest. Mr. Vallow, who has been dispatcher at Clinton for the last fourteen years, has resigned from the service and will take up his residence at Los Angeles, Cal. Mr. Vallow's health has not been of the best for the last two years.

Dispatcher O. C. Harwood is the proud possessor of a new touring car.

F. E. Guill has accepted a permanent position as agent at New Holland, vice W. H. Rooker, who has accepted a permanent position as second trick operator at Pawnee Junction.

L. E. Ratliffe has accepted a position as agent at Spaulding, vice J. S. Vaughn, who has accepted the position of third trick operator at Pawnee Junction.

L. T. Mowen has accepted a position as third trick operator at Macon.

R. W. Kinnison has accepted a position as agent at Walker, Ill.

Clinton Shops

The old type steam engine that furnished power for the machine shop in the past has been retired and a motor applied. This gives the shop a much more modern appearance and has done away with the long steam line from the power house, thus greatly decreasing the cost of machine shop operation. A considerable saving will also be noted in the amount of coal used.

Fred Howard, machinist, has been transferred to engine inspector, night shift.

A portion of what was formerly a commissary building at Clinton shops has been

rebuilt to be used as a committee room. The building has been entirely redecorated, steam heat and electric lights have been installed, as well as suitable benches, chairs and tables sufficient to accommodate a large number of employees. This building will be of great assistance when meetings are in progress by the various shop crafts and when schools of instruction are held by traveling engineers and shop foremen. Among other important meetings already scheduled are mass meetings on fuel conservation and safety for all employees.

While Erecting Foreman Charles C. Carrol was away on his vacation, Machinist Frank Schock acted as foreman.

On account of recent rains the reservoir that for some time has been nearly empty is fast filling up. The rains have been greatly appreciated by officers of the Springfield division, as the problem of water supply was becoming the subject of considerable worry.

Traveling Engineers Charles Zanies and John McIntyre have been holding progressive examinations for 1, 2 and 3-year firemen. These meetings are as much schools of instruction as they are examinations.

A new turret lathe has been installed in the machine shop. This is one of the newest type machines. Everett Huffman, veteran machinist, has been placed in charge of the machine.

The fire fighting force of the shops has been reorganized, several new men having been placed on the team. Practice drills are being held.

Train Baggageman William C. McConnell was retired from active service October 15 on account of having reached the age of 70 years.

Mr. McConnell, who was born at New Castle, Monroe County, Ohio, October 15, 1852, went to Missouri and located at Hannibal in 1865. Then in 1892 he came to Illinois and entered service on the Jacksonville Southeastern Railroad out of Jacksonville, Ill.,

being employed by that railroad four years. In 1896 he was employed as brakeman for the St. Louis, Peoria & Northern Railroad and was working for that railroad when the Illinois Central purchased it and took over the operation in 1899.

Mr. McConnell was promoted to conductor in 1900 and continued in that capacity until 1919, when he took a position as train baggage and expressman on runs between Springfield, Clinton and St. Louis.



W. C. McConnell

He was in that service up until the time of his retirement.

Mr. McConnell was generally known by his fellow workers as "Mack," and they looked forward to a meeting with him on account of his jovial disposition, as they knew he would probably have a good story to relate to them.

Mr. and Mrs. McConnell reside at Springfield at present, but it is their intention to

move to Chicago in the near future, to be near their only daughter. In the retirement of Mr. McConnell the Springfield division loses one of its most loyal and efficient employees.

ST. LOUIS DIVISION

Mrs. Blanche Greer Estes died in Holden Hospital, Carbondale, Ill., October 28. She was the daughter of J. J. Greer, cashier, Carbondale freight office. Just three weeks prior to her death she was married to Leon Estes of Salem, Ill. She was buried at Oakland Cemetery, Carbondale.

J. P. Reid, Carbondale, has been employed as messenger in the superintendent's office, relieving Max Robertson, who entered school at the Southern Illinois Normal University, Carbondale.

Vivian Hooper, clerk in the car distributor's office, has just returned from a leave of absence on account of ill health.

Charles Gardiner, clerk in Roadmaster Kern's office, has returned to work after being absent for a number of days on account of the illness of his father at Grand Tower, Ill.

R. A. Trammell has been awarded the newly created position of stenographer-clerk in Roadmaster Kern's office. Mr. Trammell was formerly employed on the freight train performance work in the accounting department.

Earl Schuchardt, Golconda, Ill., is working temporarily in the accounting department.

Carbondale had a big celebration Armistice Day, and in connection with this the Southern Illinois Normal University had its annual Homecoming. These events brought many visitors to Carbondale. This is to be a big day for Carbondale in the future.

Eunice Rentfro, clerk in Roadmaster Kern's office, has been off several days on account of sickness.

R. D. Estes, switchman at Centralia, died at St. Mary's Hospital, Centralia, November 3.

The payroll of the Madison Coal Corporation, amounting to \$35,000, was stolen the morning of November 14, immediately after being delivered by the Illinois Central.

J. J. Greer, cashier in the freight office at Carbondale, has been absent from duty for several days on account of sickness.

W. C. Martin, millman, Carbondale shops, was found dead October 24 on a public highway near the coal chute at Carbondale. Death apparently was due to heart trouble. Mr. Martin had been in the service of this company continuously since December 20, 1910. Burial was at Oakland Cemetery, Carbondale.

Mrs. H. C. Larson, wife of Clerk H. C. Larson, superintendent's office, has been in Holden Hospital, Carbondale, for the last three weeks, having undergone an operation. She has recently been taken back to her home on Illinois Avenue, Carbondale.

Fred Casebeere is working temporarily in the car distributor's office.

The division office force enjoyed a weiner roast and a general good time at the home of Miss Florence Sill the night of November 9. Miss Sill is stenographer for Chief Clerk Culley.

WISCONSIN DIVISION

A pretty wedding ceremony took place at St. Mary's Catholic Church, Freeport, Ill., November 4, when Miss Pearl Griffith was



**Railway
Employees
Eyes are
Exposed to
Wind, Dust
and Alkali
Poisons**

The Rush of Air, created by the swiftly-moving train, is heavily laden with coal-smoke, gas and dust, and it is a wonder that trainmen retain their normal Eye-sight as long as they do.

Murine Eye Remedy is a Convenient and Pleasant Lotion and should be applied following other ablutions.

"An Ounce of Prevention is Worth a Pound of Cure."

Druggists supply Murine at 60c per bottle.

The Murine Eye Remedy Co., Chicago, will mail Book of the Eye Free upon request.



AGENTS WANTED

To sell railroad pass cases and other leather novelties, price postpaid, with 23k. gold name or initials free.

Woodlawn Luggage Shop
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De Remer-Blatchford Company RAILWAY SUPPLIES

**GENERAL OFFICE:
Railway Exchange Building,
CHICAGO**

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INCORPORATED

MANUFACTURERS OF

Railway, Station and Bridge Paint

**622 to 630 East Main St.
LOUISVILLE, KY.**

united in marriage to George T. Cox. The ceremony was performed and the nuptial mass was read by the Rev. T. F. Leydon, pastor of that church. Following the ceremony a wedding breakfast was served at the Cox residence, South Liberty Avenue. Later in the day Mr. and Mrs. Cox left for a wedding trip. They will be at home after December 1 at 715 South Liberty Avenue. The bride is a daughter of Mr. and Mrs. William H. Griffith of Bangor, Wis. She came to Freeport five years ago to make her home. Mr. Cox is a son of Mrs. P. E. Cox and is a native of Freeport. For the last seventeen years he has been employed as a dispatcher for the Illinois Central Railroad. During the war period he served in the army with the signal corps, being overseas for about eighteen months.

The girls of the division offices at Freeport held a dinner party at Brewster Grill, Tuesday evening, November 14, in the form of a shower for Miss Frances Lavell, stenographer in the accounting department, superintendent's office, who was married November 28 to John McGowan, operator and ticket agent at Amboy, Ill. A 5-course dinner was served. The table decorations were yellow and white, the centerpiece being a large market basket, prettily decorated with yellow crepe paper and containing many useful and beautiful gifts.

On train Extra 1724, west, November 4, Brakeman J. W. Adams found a broken wheel on IC-30217, an empty stock car, at Broadview. If this broken wheel had not been found, it probably would have caused a derailment or a damaged rail. Brakeman Adams has been commended by Superintendent A. M. Umshier of the Chicago terminal for his good work.

MINNESOTA DIVISION

Miss Grace McDonald and Frank Schneider were married November 4 at St. Mary's Church, Dubuque, Iowa. Miss McDonald has been an accountant in the superintendent's office, Dubuque, for the last five years. Mr. Schneider is a traveling salesman for the Schroeder Kliene Grocery Company. After December 1, Mr. and Mrs. Schneider will be at home to their friends at 1160 Gilmore Street, Dubuque.

James Ahern has accepted a position as accountant in the superintendent's office, Dubuque.

Miss Helen Cornwell, formerly employed by the American Express Company at Dubuque, has accepted a position as stenographer in the road department at Dubuque.

Miss Ruth Vogt has resigned her position as comptometer operator with the revising bureau at Dubuque. Miss Vogt was succeeded by Miss Lucille Gehrig.

Daniel Hogan, formerly chief clerk to the roadmaster, died October 30 after a lingering illness. Mr. Hogan at the time of his death was cashier for the International Harvester Company.

Yardmaster and Mrs. H. A. Clancy attended the American Legion Convention at New Orleans, October 16 to 20. Mr. Clancy is post commander of the American Legion at Dubuque.

Mr. and Mrs. J. C. Donahue are the proud parents of a baby boy. Mr. Donahue is assistant yardmaster at Dubuque.

Miss Gertrude Schmitt, formerly bill clerk in the Waterloo freight office, and Charles W. Williams, formerly chief clerk to the agent at Waterloo, but now employed by the

E. P. & S. W. Railroad at El Paso, Texas, were married at that place on October 19. The newlyweds will reside in El Paso.

IOWA DIVISION

Section Foreman and Mrs. J. Sins of Alta, Iowa, are the proud parents of a daughter born November 2.

The many friends of Conductor I. L. Anderson will be pleased to know that he is rapidly recovering from his recent illness and hopes to be able to return to work in the near future.

Sympathy has been extended to J. C. Neft, division accountant, on account of the death of his 16-year-old son, Francis, who passed away on October 14, after a brief illness from infantile paralysis.

John Blanchard, demurrage clerk in the local freight office, Omaha, was married October 14 to Miss Ethel Cooper of Council Bluffs. Saturday evening, October 21, the office force gave them a surprise party and presented them with an electric grill for a wedding present.

F. R. Croghan of the Western Weighing and Inspection Bureau, Omaha, was married November 7 to Miss Mary Jane Allen of Omaha.

T. J. Cochran, agent at Richards, Iowa, is absent from service on account of sickness. He has received attention in the Illinois Central Hospital at Chicago.

E. W. Cooper, agent at Parkersburg, has been absent from service on account of sickness.

Pensioned Engineer F. B. Rugg recently renewed acquaintances in Fort Dodge. Mr. Rugg is now a resident of California.

Mrs. O. L. Martin has been acting as relief clerk in the division offices during the vacation time of various clerks.

Work in the gravel pit at Cherokee has been suspended for the season, and Steam Shovel Engineer A. C. Fry, who has been in charge of steam shovel X-49, is taking a well-deserved rest and vacation in Ohio.

KENTUCKY DIVISION

Freight House, Louisville

A. H. Morton, chief clerk, revising bureau, was appointed as one of the chairmen by the officers of the Welfare League to assist them in their annual canvass of Louisville for funds to defray the expenses necessary for the upkeep of the twenty-nine charitable institutions located in this city. The funds solicited by this organization are equally divided among these institutions. The goal sets for this year was \$409,000. Mr. Morton was appointed to solicit Illinois Central employees alone.

James M. Ballard, Jr., was born to Mr. and Mrs. James M. Ballard, November 6. Mr. Ballard is first bill clerk, local freight office.

Richard Queen, mail messenger, acted as usher at the Centre-Washington and Lee football game Armistice Day, November 11, at Eclipse Park.

Celestine Zeller, clerk in the accounting department, finds that raising chickens as a hobby during his spare hours is a worthwhile pastime. At present he is interested in raising capons along with his other flock of fowls. This is a new field to him, but his progressiveness speaks well for the success of his enterprise. He reports that after a rooster has been caponized and has grown to maturity, its actions when placed with a flock of chicks are the same as those

of a brooding hen. This permits the hen to be taken from the chicks and returned to laying eggs again. It also tends to give the meat of the capon a tenderness not to be found in the meat of other roosters.

After suffering from a broken nose received during a football game, John Cassell has again returned to his duties as storage clerk.

Sid A. Fisher, clerk, inbound freight house, has resigned to engage in the transfer business.

William Eifler has been employed as messenger at the local freight house.

Princeton, Ky.

The wedding of Miss Lucy Howard, clerk in the chief dispatcher's office at Princeton, and Leonard Groom, assistant chief clerk to the dispatcher, was solemnized at the home of the bride in Princeton, November 1, at high noon, before an improvised altar of ferns and chrysanthemums, the Rev. O. M. Shultz officiating. Miss Hallie Owen and Little Groom, twin brother of the bridegroom, were the only attendants. Immediately preceding the ceremony a delightful musical program was given by Miss Marion Waggener, clerk to the supervisor of bridges and buildings at Princeton. Immediately after the ceremony Mr. and Mrs. Groom left for an extended wedding trip through the South, including points in Florida. On their return they will reside at Princeton.

Paducah, Ky.

A baby girl was born to Mr. and Mrs. David Whitis October 31 at their home, Paducah, Ky. Mr. Whitis is yard clerk at that point.

General Yardmaster W. H. Wilson is confined to his home by illness.

Miss Ruby Dunlap, general yardmaster's clerk at Paducah, is having an extended trip through the West.

Valley, Ky.

Although some small places on the Illinois Central System may be considered as "off the map," we notice that Cupid does not forget them. During the vacation of the regular agent at Valley, Charles Tilford Decker, son of Wilson Decker, agent at Stephensburg, who relieved the agent at Valley, became engaged to Miss Bessie Amelia Bailey. Announcement of the engagement says that the wedding will take place some time during the winter months.

Walter Scheible, agent-operator, formerly of Tip Top, Ky., has purchased property near

Let Diamonds say Merry Xmas

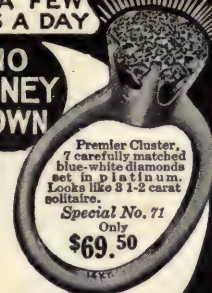
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Derrick outfit unloading signal foundations and signal cases at the Paducah, Ky., yard. Derrick Foreman Joseph McCarthy, Signal Supervisor J. P. Price and Signal Foreman C. C. Sauer are standing on the derrick.

Valley, Ky., on the Dixie Highway, and with his family has moved to that point.

John Tuck, conductor, Central City, Ky., is in Louisville, Ky., taking special medical treatment.

Dr. Samuel S. Foss, local surgeon at Valley, Ky., has returned from an extended trip to points in the East.

Roundhouse, Louisville

Clean engines and cars get a boost from autoists at Louisville. The following remark was overheard by an employe of the Illinois Central at 14th and Broadway, Louisville, while several automobiles were waiting to let train No. 103 by one night in July: "We cannot see how the Illinois Central keeps its engines and cars so clean. They are cleaner than those of any other road in Louisville." This is a pretty good boost for our trains, as automobilists are usually complaining about being delayed by trains instead of paying them compliments.

Miss Louise Simpson and P. E. Browne, oil house man, were married November 8. The wedding ceremony was performed at St. William's Church, Louisville, Ky.

Signal Department

Signal work in connection with the extension of double track between Clarks River and Island Creek and between Eddyville and Kuttawa has now been completed.

The rearrangement of automatic signals between Princeton, Ky., and Scottsburg, Ky., on account of the extension of double track, is progressing nicely, and it is expected that this work will be completed about December 1. Automatic signals between Princeton and Scottsburg are now working under the new double-track arrangement.

Signal Maintainer C. L. Bromley of Princeton, Ky., has been appointed temporary signal foreman in charge of signal work between Princeton and Scottsburg, Ky.

Authority has been received for the installation of automatic electric block signals

between Fox Run and Graham, Ky., a distance of 15.5 miles. This installation will comprise thirty-two automatic signals of the three-position, upper-quadrant, semaphore type, four semi-automatic, high-voltage signals, and one semi-automatic dwarf signal. Extensive changes will be made in the interlocking plant at Nortonville, Ky., on account of working the new automatic signals through the interlocking. The new signals will be equipped with electric lamps controlled by the approach lighting circuit. Material is now being received for this work, and it is expected that the new signals will be placed in service about January 1.

When the new automatic signals are placed in service between Fox Run and Graham, Ky., the entire main line of the Louisville and Paducah districts of the Kentucky division, a distance of 225 miles, will then be protected by automatic electric block signals. This will then give the Kentucky division the protection of 464 automatic signals, eleven interlocking plants and forty-four crossing bells.

Signal Maintainer A. M. Pfeiffer of Paducah, Ky., has been appointed signal foreman and placed in charge of the installation of new automatic signals between Fox Run and Graham, Ky. Edgar Bell is relieving Mr. Pfeiffer as signal maintainer at Paducah.

Bell Frymire, assistant signal maintainer, is relieving C. L. Bromley as signal maintainer at Princeton, Ky.

J. C. Martin, signal maintainer at Rockport, Ky., has been transferred to construction work. He will have charge of the wiring of the new automatic signals between Fox Run and Graham, Ky. C. L. Dean is relieving Mr. Martin as signal maintainer at Rockport.

F. W. Partridge, signal inspector, formerly assigned to the Kentucky division, has been transferred to the Yazoo & Mississippi Valley and the Tennessee division. W. H. Claus of

"A real symbol of service!"



Galena Service

There is no word in the dictionary of modern business so generally used nor so greatly abused, as the word "service."

Literally, it means much—or should mean much—to the customer. Practically, it often means little or nothing, except perhaps a catchy term for salesmen's use.

SERVICE, to the Galena-Signal Oil Company, is a pledge of honor, a duty—a sacred trust. *Service to the customer* is the one dominant aim of our organization. In no field of commercial or industrial activity is the word more faithfully or conscientiously exemplified than in the workings of "Galena Service," through the installation and delivery of efficient and economical lubrication to the railroads.

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Lubrication troubles go out!"*



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Chicago

and offices in principal cities



the Chicago office has been appointed signal inspector and assigned to the Kentucky division, succeeding Mr. Partridge.

TENNESSEE DIVISION

Jackson, Tenn.

Engineer C. W. Steelman and daughter, Miss Mabel, have been at Hot Springs, Ark., for several weeks.

Engineer J. B. Tucker, who was injured at Dora, Ala., on August 6, when his engine was struck by Frisco No. 33, is able to be back at his post of duty.

Mr. and Mrs. C. B. Thompson and small son "Billie" visited Jackson recently. Mr. Thompson, who was formerly foreman at Jackson, is now located at Birmingham.

Birmingham, Ala.

J. S. Salter, night rate clerk, launched out on the sea of matrimony October 15. The bride is a resident of Macon, Ga. The usual custom was observed by his fellow clerks in presenting him with a remembrance of the event.

Fulton, Ky.

Rodman W. E. Johnson of the engineering department has taken the last step in the effort to prove that two can live as cheaply as one. The bride is from Boonville, Miss. After an extended trip through the South, the couple returned to Fulton to live.

The dredge boat that has been digging the canal in the Mayfield Creek Drainage District, which left our tracks at Boaz, Ky., is still pegging away and expects to complete the work by the time winter sets in. The canal has made a great change for the better in the vicinity of Boaz and Viola, Ky.

Fulton has a party of engineers working on the preliminaries for a modern sewer system. This will greatly improve the health



John G. Williams, Kentucky division bridge foreman, who lives at Rockport, Ky., is one of the keenest sportsmen on the system, and his close friends declare his dogs stand high in his affection, especially at this season of the year. Mr. Williams is raising thoroughbred bird dogs, and the pictures show him with several of his valuable pack. He has refused \$150 for the one wearing the collar—but sells her daughters for \$45 each.

conditions in this city, and will be welcomed by the citizens.

Messenger Harry Fields Dezonla has been on the sick list for several days, but is now back at work. His work was attended to in his absence by Murray Boaz, who has had considerable experience on this job.

Our beloved assistant chief clerk at Ful-



Here is a float which participated in the parade of the North Mississippi Fair Association, held in Grenada, Miss., recently. This float represented our Careful Crossing Campaign and was got up by S. B. Cowan and J. A. Denton, valued employes of the Illinois Central at Grenada. The float was commented upon favorably by all observers, and the picture was one of four selected by the Memphis Commercial-Appeal to appear in its Sunday issue, October 29. Photograph by courtesy of J. L. Scott, claim agent at Grenada.

ton, R. C. Pickering, was sorely distressed when the pictures of the Tennessee division babies first began to be published, because he was not able to help out. He endeavored to get his big brother, Roy, who has twin daughters, to let him have one of them, but of course "Double Papa" (as he is generally known) would not listen to this. However, R. C. is now submitting a picture of "Rastus," his prize bird-dog, with which he intends to corner the quail market this season. It looks as if he has the proper equipment, judging from the picture.



Rastus

Conductor R. L. Scott of the Cairo district has been highly commended for the action taken by him while checking his train, Extra 1738 north, out of Frogmoor yards, October 27, when he noticed that IC-24456, box car containing ties, was stenciled with 49,600 pounds tare weight. Thinking this was more than the car actually weighed,

he looked up the weight and found that car actually weighed 39,600, or a difference of five tons. He reported the matter to Trainmaster Hill for correction, advising that the car had been erroneously stenciled at McComb on October 22. Interest of this kind is highly appreciated by all concerned.

Traveling Engineer J. L. Harrington is the proud father of a 9-pound son, born at the Civic League Hospital, Jackson, Tenn., Oc-



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Here we have Engineman W. R. Ruffin of the Mississippi division, employed on passenger runs Nos. 5, 6, 23 and 24, between Jackson, Tenn., and Water Valley, Miss., with his faithful old No. 1059 and a few of his many friends. Mr. Ruffin has been in service as engineman since September 24, 1888. Reading from left to right, the picture shows: Miss Kathleen Hadaway, secretary to superintendent, Mississippi division; Miss Hazel McDermott, daughter of Boiler Foreman John McDermott; Mrs. J. R. Huff, wife of Train Dispatcher J. R. Huff; Miss Mai McDermott, daughter of Boiler Foreman John McDermott; "Billy" Ruffin, engineman. In front is Master Barron Caulfield, son of Superintendent A. D. Caulfield. Taylor Howard, fireman, is shown in the cab.

December, 1922

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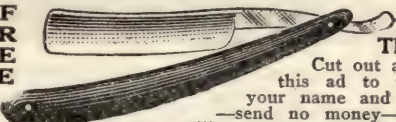
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tober 24. Mother and son are getting along nicely.

Hugh Mason, caller at Jackson, and Miss Mary Collins of Jackson were married at the bride's home in Jackson, October 3.

MISSISSIPPI DIVISION

Ed X. Humphries, engineman, died November 11. Mr. Humphries was born February 20, 1874, and entered the service of the Illinois Central as a helper in the machine shop at Water Valley, Miss., in June, 1891. He served his apprenticeship and was employed as a fireman November 3, 1895. He was promoted to engineman September 11, 1899. For some time Mr. Humphries' health had been failing, and he spent several months in the Illinois Central Hospital in New Orleans. He had returned to work recently. November 10, the day before his death, he made his usual trip on the local run out of Canton. He was stricken with paralysis early in the morning on November 11 and died within a short time. Engineer Humphries was one of the Mississippi division's best employes

and numbered his friends by the score. He leaves a wife and four children to mourn his loss.

Mrs. Wallace J. Sherwood, wife of Clerk Sherwood at Grenada, Miss., passed away Sunday afternoon, November 5, at the home of her husband's parents in Grenada, after a somewhat protracted illness. Funeral services were held at the residence Monday afternoon, after which the body was placed on train No. 4 and carried back to her former home in Evansville, Ind.

The many friends of Operator Q. B. Gray of Water Valley will regret to learn of the continued illness of his wife.

Baggage man Walter Tate, who has been in Havana, Cuba, for the last two months, writes interestingly of the country and customs and has sent back some beautiful views with the remark: "Think of my living in a dreamland like this with hotel rates only \$2.50 per day!"

Traveling Engineer and Mrs. C. E. Sieber left November 14 for Oklahoma. Mr. Sieber returned in a few days, but Mrs. Sieber will



Here are the Louisiana division telephone operators at McComb, Miss. No. 1, Edna Eschete, first trick operator, entered the service April 13, 1918; No. 2, Ellen Rueff, second trick operator, entered the service May 20, 1918; No. 3, Louise Wilhemsen, third trick operator, entered the service May 10, 1918; No. 4, Eschol Bostick, relief operator, entered the service September 11, 1920; No. 5, Norma Miller, relief operator, entered the service April 19, 1921.

remain indefinitely in the hope that the climate will restore her to her usual good health.

An event of more than passing importance, one that may reach far into the future and that may prove to be one of the happy milestones in the life of Grenada County, took place in Grenada Wednesday morning, November 8, when the home for indigent old negroes provided by the Grenada County Colored Relief Society was formally opened. There were present, besides a number of the more prominent colored citizens, J. T. Thomas and Professor Rundle. Professor Rundle made a brief talk which showed that he was heartily interested in the home and society. Mr. Thomas was really the prime mover toward organizing the Grenada County Colored Relief Society, and indeed it has been from his purse that a very great part of the money has come to start the society to moving and that has led to the home. Mr. Thomas made a talk which showed that, while running banks and doing big things in a financial way, he realizes that there are even bigger things than these for the good man and the good citizen to do.

LOUISIANA DIVISION

Terry, Miss.

IC-201263, loaded with fifty tons of coal, was placed at Gano's plant at 9:30 a. m., October 30, was unloaded by 1 p. m., replaced and reloaded with fifty tons of gravel by 2 p. m., and was forwarded in the first available train, No. 94, at 5 p. m.

Hazlehurst, Miss.

Miss Theresa Salome Lillard, station clerk at Hazlehurst, and B. C. Coleman, registrar of Sophie Newcomb College, New Orleans, were married in Tangipahoa, La., October 29. Miss Lillard has been in the service since October, 1918.

Mrs. B. C. Coleman

McComb, Miss.

Miss Bessie Lane, stenographer to Road-

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STRECH
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No rubber. Phosphor Bronze Springs give more, easier and lasting stretch and never rot. Always Comfortable. Suspenders, -75c; Garters, -50c; Hose Supporters, -25c. **ASK YOUR DEALER** If he hasn't them, send direct giving dealer's name. Look for Guarantee on every pair.

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NEW ORLEANS TERMINAL

master Chumley, and R. A. Taylor, station clerk at Summit, Miss., were married in McComb, November 11, by Rev. Mr. Mayfield, pastor of the First Baptist Church. Both have been in the service for several years.

At a recent chicken fair held in McComb, W. T. McGuire, chief clerk to the superintendent, won first prize for the best cockerel and the best pullet, Brown Leghorns, first prize on the best turkey hen and second prize on the best turkey tom. Brakeman Frank B. Varnado won first prize on an Aristocrat Barred Rock pullet and second prize on the best pen and best cockerel, Aristocrat Barred Rock. Lumber Inspector E. G. Peal won first prize on the best cockerel and hen, Rhode Island Red.

J. L. Anderson, accountant, superintendent's office, has been transferred to chief timekeeper, New Orleans division, with headquarters at Vicksburg.

Miss Marguerite Cotton has accepted a position as clerk to the supervising agent and is being initiated in the routine of railway work.

Mechanical Department

Assistant Blacksmith Foreman Yaun has returned to work after being off several weeks on account of illness. Mr.

Yaun received treatment in New Orleans at the Illinois Central Hospital and is enthusiastic over the splendid treatment received.

L. L. James has been appointed assistant electrical foreman in place of H. G. Hoffman, who has been promoted to assistant division foreman, with headquarters at New Orleans.

Machinist Robert Lee has been off for some time on account of a fractured shoulder. The injury occurred while he was playing in the football game between the Illinois Central team and the Agricultural High School, Summit, Miss.



J. L. Anderson

Joseph Wilhelm and Miss Thelma Peters of the Local Office, New Orleans, were married on October 25 at Our Lady of Lourdes Church. Both Mr. Wilhelm and Miss Peters are residents of New Orleans, their romance having its inception while they were employees of the Illinois Central.

John Kieffer, O. S. & D. clerk, Local Office, New Orleans, and Miss Alga A. Piton were married on October 25 in New Orleans.

MEMPHIS DIVISION

Train Dispatcher F. F. Munson and son, R. C. Munson, flagman, have been enjoying a visit in Washington, D. C.

Trainmaster J. W. Rea spent several days recently in Wesson, Miss., visiting his father, who is ill.

Instrumentman Spangler, who has been engaged in slide work south of Clarksdale, has been transferred to Vicksburg.

Resident Engineer E. O. Hebert is winding up the slide work south of Clarksdale. This work has been in progress several months.

The construction of new yard tracks at Clarksdale, Miss., is being completed. The tracks will be put in service during November.

A handsome brick and stone bungalow is being constructed in Glenview for R. S. Magee, division agent.

The "Buy a Home" bee has evidently stung several Memphis division employees, as E. L. Galloway, assistant chief clerk, and J. F. Walker, Ray Lipsey and Dewitt Belton, accountants in the superintendent's office, have recently purchased homes in Highland Heights.

Operator C. G. Williams at Cruger, Miss., discovered a brake beam down on IC-42685, in train Extra 969 south, November 11. He succeeded in stopping the train, and the train crew repaired the beam, thereby avoiding a possible accident.

While train Extra 952 south, November 1, was pulling out of Nonconnah yard, Flagman C. L. Rosson detected a broken flange on PRR-36184. The train was stopped and the bad order car removed, which no doubt prevented an accident.

Conductor S. M. Todd, on train No. 432,



Here is Superintendent J. W. Cousins' office force at the New Orleans terminal:

First row (seated): Mrs. M. Cronin; Misses Myrtle Biersoll, Clara Ellsworth, Julia Thompson, Elizabeth Junker and Estelle Meyers; Vic Olivier, T. J. Hallam.

Second row (standing): M. Katz, Z. T. Arnold, J. L. Rickoll, W. J. Lowe, Miss Sadie Sterbenz, J. H. Jehle, H. V. Lambou, A. Rittenberg, A. L. Bellott, E. J. Phillips, W. A. Delph, H. E. Chalmers, Mrs. M. Stamp, S. E. Mounes, William Toujouse, E. R. Gunter, F. G. Jourdan, J. S. Carey, A. Rousseau, C. J. Rickoll.

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And just now, with his complete Holiday stock on display, you will find a suitable gift for everyone on your "list," at a price that will surprise you as well as fit your pocket-book.

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Boudoir Clock
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Chime Clock
Diamond Ring
Vacuum Cleaner
Jewel Box
Manicure Set
Powder Box
Ivory Toilet Set
Vanity Case
Cologne Bottle
Silver Table Ware

Gifts for the Home

Silver Candlesticks
Electric Toaster
Grandfather Clock
Cups and Saucers
Plank Steak Holder
Thermos Bottle
Pearl Handle Table Ware
Loaf Sugar Holder
Flower Basket
Mahogany Mantel Clock
Electric Radiator
Silver Cream & Sugar
Cold Meat Fork
Bouillon Set
Silver Bread Tray
Chafing Dish Set

October 27, discovered a broken flange on Frisco-85769, in train No. 98. The train was stopped and the car set out, thereby avoiding an accident.

Due to the extreme shortage of all classes of equipment, a campaign has been conducted for the last three or four months on the Memphis division to expedite the handling of cars, as well as to educate the shippers to load all cars to maximum capacity. Some good results have been obtained, as evidenced by ten empty flat cars out Nonconnah at 9:30 a. m., November 9, placed at Greeneriver Spur for loading at 1 p. m., loaded and ready for movement at 5 p. m., picked up by through freight extra north, brought to Memphis the same night and placed at a lumber mill early the next morning.

Traveling Auditor R. H. Lee recently wrote to A. A. Freiburger, chief dispatcher, as follows: "Just to show you that everybody is on the job around Inverness, Miss., in regard to moving cars promptly, how does this stand up? IC-160284 and IC-160474 left here last night at 6 p. m. on train No. 597 empty for Bowles Spur, two miles south of here, and were loaded with cotton for Greenwood, Miss., and were on their way to Greenwood at 8 a. m. today. The first car had sixty-five bales and the second had seventy bales. At Inverness, six cars were placed yesterday morning and left here this morning loaded with cotton to full capacity."

NEW ORLEANS DIVISION

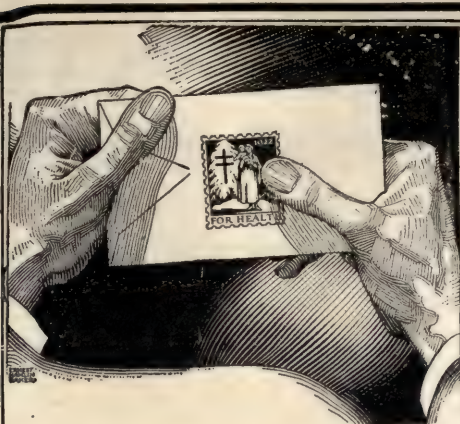
Hearty co-operation, remarkable endurance and facility of adaptability in the individual were pointedly illustrated the other day when Brakeman J. A. Leach stepped into the breach and relieved the fireman on engine No. 1608, who was suddenly stricken by a violent illness which wholly incapacitated him for duty. Train No. 72, with Conductor R. B. Cooper in charge, was just beginning to make the hardest pull on the division when the fireman fell out. It would have taken at least five hours to get another fireman, thus creating a delay of probably longer duration, but Mr. Leach was equal to the emergency. He volunteered to fire the engine and at the same time attend to the brakes. It was hard work, but Mr. Leach succeeded admirably, and No. 72 rolled into Vicksburg on time.

Some time previously a similar predicament arose on train No. 54 between Litcher and Baton Rouge, La., when the fireman, unable to handle the job through a sudden attack, was relieved by Brakeman W. J. Carney and Flagman V. F. Summers alternately. That they got the train to Baton Rouge on time goes without saying, and it is needless to add that the management is highly appreciative of such good work.

The former Miss Maud Parr, operator, is now Mrs. C. A. Skinner.

Miss Aurelia Curran, clerk in Superintendent F. R. Mays' office, is down with dengue fever.

Almost every month the superintendent's office at Vicksburg has to chronicle the inroads made on its numbers by matrimony. This time it was Miss Sarah Sullivan, stenographer-clerk to Supervisor of Signals A. C. Palmer, who became the bride of Charles George, a prominent business man of Port Arthur, Texas, where Mr. and Mrs. George will make their future home.



Honor these Seals

A NATION-WIDE movement is carrying on a warfare against the scourge of Consumption. In saving over 100,000 lives last year, it actually *cut the death rate from tuberculosis in half.*

Each year these organizations sell Tuberculosis Christmas Seals. The proceeds from these sales are devoted to the work of caring for and curing tuberculosis patients and to educational and other work to prevent the dread disease.

Buy these Seals and urge your friends to buy and use them. To do this is both Charity and Patriotism.

Stamp Out
Tuberculosis
with
Christmas
Seals



THE NATIONAL, STATE, AND LOCAL
TUBERCULOSIS ASSOCIATIONS OF
THE UNITED STATES

ILLINOIS CENTRAL MAGAZINE



Chicago, December 23, 1922

To All Officers and Employes
of the Illinois Central System:

At the close of another year of pleasant and fruitful association in the operation of the Illinois Central System, I thank you sincerely for the faithful co-operation and loyal support which you have rendered throughout the year. Turning from the perspective of the old year, with its problems and its accomplishments, to face a New Year of new tasks, let us stand united and confident, our hearts warmed by the spirit of service.

With all good wishes for a Happy Christmas and a New Year fraught with Health, Happiness and Prosperity, not only for all of you but also for all of those whom we may have the privilege of serving, I am, most sincerely,

Your co-worker,

Chas. M. ...

January 1923

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C. E. Stailey

Mr. Stailey, assistant general freight agent at Memphis, Tenn., was born at Greeley, Kan., January 14, 1882. He was graduated from the public school at that point and attended the National Business College at Kansas City, completing a business course. He accepted a position as stenographer and clerk with the Kansas City Southern Railway general foreman's office November 15, 1901, and was promoted to chief clerk in May, 1903. He resigned March 1, 1914, to go into an industrial line. His entry into the service of the Illinois Central was in the commercial office at Kansas City, Mo., April 6, 1906, as a stenographer and clerk. He was transferred to the Memphis general freight office July 21, 1909, as quotation clerk, was promoted to traveling freight agent at Little Rock Ark., July 17, 1911, was transferred to Oklahoma City, Okla., May 15, opening our office at that point, was promoted to division freight agent at Omaha, Neb., February 1, 1918, and was transferred to Kansas City, Mo., as commercial agent, March 1, 1920. He was promoted to assistant general freight agent at Memphis, December 15, 1921.

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GEORGE M. CROWSON, *Editor.*

CHARLES E. KANE, *Assistant Editor.*

Track Improvement Going on Near Chicago

Illinois Central Reduces Grades Between Matteson and Kankakee Under a Heavy Traffic

(From the Railway Age)

WHEN it became evident early last spring that the mines in southern Illinois would be closed by a strike on April 1, the management of the Illinois Central decided to take advantage of the expected lull in traffic to reduce the grades and construct additional main tracks between the south limits of the Chicago suburban zone at Matteson, Ill., and Kankakee, twenty-five miles farther south. While the decline in traffic lasted only for a short time, owing to the movement of large quantities of coal into Chicago from the non-union fields in Kentucky, this work has been pushed actively throughout the season and is now nearing completion. It involves a total expenditure in the neighborhood of two and a half million dollars and when finished will afford marked relief in that section of the line, which now constitutes the throat of the Illinois Central System.

Except for a secondary line extending west through northern Illinois to Omaha, it is over this line that all Illinois Central business enters and leaves the city. It not only carries all of the traffic of this road between Chicago and southern points, including a heavy tonnage of coal from southern Illinois, but also a considerable traffic from the St. Louis line, which connects with the New Orleans line at Gilman, about twenty-five miles below Kankakee. The traffic is further enlarged at Kankakee by the business of the Big Four,

which is handled between that point and Chicago by the Illinois Central. This traffic has increased rapidly in recent years. It averaged about thirty-two passenger and fifty-eight freight trains a day during the period of construction.

Adverse Grades an Obstacle

While ample facilities are available for handling the traffic as well as the heavy suburban business between Matteson and Chicago in the presence of a long stretch of practically level track, increasing from four to eight tracks in the direction of the city, the conditions were not so favorable in the twenty-seven miles between Kankakee and Matteson. In the first place, traffic over this section was confined to two tracks, except for a distance of



Cut looking south from South Bridge, Monee



Looking north from North Bridge, Monee

eleven miles between Tucker, four miles north of Kankakee, and Peotone, where a third track was laid three years ago. The grades were also adverse over this section, especially for northbound tonnage. Almost immediately upon leaving Kankakee, a 0.4 per cent grade extended for about two and one-half miles to Tucker. Beyond this point more favorable grades were encountered until near Monee, where a 0.425 per cent grade extended for nearly two miles to the top of the hill, 160 feet above Kankakee. This summit constituted a similarly formidable obstacle to trains proceeding southbound, as it was approached by long 0.4 per cent grades. Added to these obstacles were grade crossings with the Elgin, Joliet & Eastern and the Michigan Central at Matteson.

To improve conditions and give greater capacity, it was decided to extend the four-track system from Matteson south for about seven miles to Monee. As a third track was already in service between Peotone and Tucker, it was decided to continue this track north to the end of the 4-track section at Monee and to Kankakee on the south and to install interlocking plants at intermediate stations to permit the diversion of trains from one track to another. It was also decided to reduce the two and one-half miles of 0.4 per cent grade between Kankakee and Tucker to 0.3 per cent and to reduce the 0.425 per cent grade approaching Monee from the south to 0.3 per cent. As this involved heavy excavation through Monee, a large amount of material was available beyond that required for the new tracks and it was further decided to separate the grade crossings at Matteson by carrying the Illinois Central tracks overhead.

Because of the distance between the two points at which it was decided to reduce grades, the size of the entire project, the necessity of conducting all work under traffic, and the premium placed on speed, the work was divided between two units, each under the supervision of an assistant engineer reporting to an engineer in charge. The larger of the two was the Monee-Matteson unit, the most spectacular feature of which was the work undertaken in the vicinity of Monee. As before stated, the problem at Monee consisted of reducing about three miles of 0.425 per cent grades to a maximum of 0.3 per cent. To accomplish this and to provide the additional trackage planned necessitated making a cut directly through Monee which ran twenty feet deep for about a mile, averaged about one hundred feet in width at subgrade and involved in the neighborhood of 700,000 cubic yards of excavation. The total excavation within the limits of grade reduction was 1,000,000 cubic yards.

Monee Cut a Big Problem

The proportions of the work suggested the advisability of using a dragline outfit, which was accordingly installed, together with two steam shovels. In order to provide for traffic during the progress of the work, the first step undertaken was that of making a cut thirty feet wide at the bottom for the entire length of the cut on the east side. To do this the steam shovels removed the approaches at each end, after which the dragline completed the remainder of the heavy excavation in this first cut, utilizing the adjacent main line tracks for loading. One track was built west of the mains, using the southbound main and new track for traffic. After this cut was completed, two main tracks were

laid in the bottom and the dragline returned to the south end of the heavy work, where it began working north, removing the rest of the cut to full width as it went.

The dragline proved particularly efficient in this work. Equipped with a 5-yard bucket operated from a 75-foot boom, this machine cut a section for the full depth of the cut and sixty feet wide at the bottom. It handled about 3,200 cubic yards per day of two shifts, the excavated material, which was heavy clay, being carried to the dump by four contractors' trains, each containing fifteen air-dump cars of twelve yards capacity. These trains were loaded on a temporary track laid along the top of the west slope and were hauled over the main tracks under the supervision of Illinois Central conductors to Matteson and to the Markham yard at Harvey, three miles north of Matteson.

On account of the long haul (reaching a maximum of twelve miles and averaging six miles) and the necessity of operating over the main line, the trains constituted the limiting factor in the work, the dragline itself being capable of handling half again as much material.

Before beginning the work at Monee it was necessary to move two elevators to new positions across the track (no small task in itself in the face of traffic), and two viaducts have been built to carry highways over the tracks. The work at this point also required the moving of the station to a new location and the building of



Dragline at work, Monee

several industry buildings. Another problem which arose by reason of the reduction of the grade at Monee involved two water supply reservoirs at the south end of the cut. The smaller of the two reservoirs, constituting the original source of water at this point, encroached upon the new roadbed, because of which it was decided to drain it. This was done by excavating a ditch in the cut sufficient to carry all water to the larger reservoir, which was located some distance down hill.

The Problem at Matteson

As stated before, it was decided to utilize the material obtained from the Monee cut to separate grades at Matteson. To do this as well as to extend the four tracks through the town from the north required extensive changes in the existing lay-out at that point. Approaching Matteson from the south were two main line tracks, which extended through the town, crossing consecutively the two tracks of the E., J. & E.,



Looking north in shovel cut from South Reservoir, Monee

a street and a crossing shared by the Michigan Central, and a street adjacent to it, beyond which it merged into the 4-track section which crossed the Lincoln Highway, about half a mile distant. Leaving the main line on the east side, about a mile south of Matteson, was a track which also crossed the E., J. & E. and then continued north to within a short distance of the Michigan Central crossing, where it turned east to form a transfer connection with the Michigan Central. Leading off from this switch lead, in turn, at Richton, about a mile south of Matteson, was a yard of four tracks running parallel with the switch lead and providing northbound interchange facilities with the E., J. & E., with which it connected through a single-track lead. To the south of the E., J. & E. crossing and to the west of the main line were three

of the future fourth main track and establishing a new switch lead, which was extended north to a point just beyond Richton station, where it became the west track of a 9-track yard extending as far north as the E., J. & E. crossing, and built to accommodate both north and southbound interchange business with this line, thus replacing the existing interchange yard on either side of the main line, which encroached on the space required for the new work.

To prepare the lay-out still further for the permanent work, the transfer lead into the Michigan Central yard, situated just beyond the E., J. & E. crossing, was taken up and a new transfer track established north of the Michigan Central crossing by laying a track some distance east of the toe of the new slope and extending it north



Elgin, Joliet & Eastern crossing, looking northeast

tracks which served as a southbound interchange yard with the E., J. & E.

In addition, in the short distance between the E., J. & E. crossing and the Michigan Central crossing was a lead extending from the switching lead to a yard of the Michigan Central. The Matteson freight and passenger station, a frame structure adjoining the switching lead on the east, was also located in this area. Extending for about half a mile north of the Michigan Central crossing on the west side of the Illinois Central main line were the two tracks devoted to suburban service, together with the suburban station and turntable.

Rearrangement of Facilities Necessary

The first step in the construction program at this point consisted of converting the through switch lead into a third track, moving the station at Richton from the east side of the track to a location west

to a connection with the main line beyond the Lincoln Highway, this work requiring the removal of the pumping facilities for the suburban water supply from the east side of the main line to a new location on the west. At the same time the combination freight and passenger station was dismantled, the passenger section being moved west of the grade separation work, where it was established at street level, and the freight station being moved north of the Michigan Central crossing in the vicinity of the new transfer track, just mentioned, an elevator later being installed to afford communication with the elevated tracks.

This done, the suburban tracks on the west were swung out of the way, through traffic was routed over two temporary tracks established west of the existing roadbed, the old main tracks were torn up, and a trestle was built to carry a single track over the entire length of the work with its deck three feet below the final grade.



Elevation trestle looking north from Lincoln Highway, west side, Matteson

Earth was then hauled from the Monee cut over the newly laid eastbound tracks and dumped at the rate of about 350 cars a day continuously until a grade for three tracks was completed, when two tracks were opened to through traffic.

Much Concrete Work Involved

As the filling was being placed the concrete work was being pushed to completion. This involved the placing of about 12,500 yards of concrete and consisted of building extensions to several culverts, a 2-span crossing over the two tracks of the E., J. & E., a street opening about 700 feet north, a 4-span crossing over the Michigan Central and the adjacent street and a second crossing over the Lincoln Highway.

Both road crossings were built to give a 21½-foot clearance, which clearance was secured at the Michigan Central crossing by lowering the track of this road four feet. These crossings consist of reinforced concrete abutments and intermediate columns

topped, in the case of the Michigan Central, by reinforced slabs and, in the case of the E., J. & E., by concrete encased I-beams. Of the two structures, the Michigan Central was much the larger, requiring about 2,500 cubic yards of concrete and consisting of a 4-span structure designed to afford access from the street level to the passenger platform on the new grade by interior stairways.

Concrete Mixing in Central Plant

Except for the extension of culverts, where hand mixers were used, and the construction of the Lincoln Highway subway, about 1,000 feet north of the Michigan Central crossing, where a half-yard steam mixer was employed, this concrete was all mixed and placed from a central plant situated between the Illinois Central main line and the Michigan Central yard. This plant consisted of a steam-operated 1-yard batch mixer, a tractor crane for unloading



Second North Street, Monee, looking south

aggregate from the cars, a stiff-leg derrick for filling the mixer bins from the storage piles and a system of tracks over which 1-yard hopper cars were hauled to their destination by gasoline tractors, there to be hoisted to a point from which the concrete could be spouted into the forms or where, in the case of the slab construction carried on near the plant, the buckets could be picked up bodily by the tractor crane and emptied directly.

With the completion of the grade separation work at this point, which involved 750,000 yards of fill, the remaining work at Matteson consists only of removing the tracks which were laid temporarily for use by suburban and through service and building a 4-track suburban yard south of the E., J. & E. crossing, so that suburban trains may enter Matteson on the main line tracks and proceed down into the yard on a 1½ per cent grade.

As before mentioned, the work eliminated the necessity for interlocking towers at the Michigan Central and the Elgin, Joliet & Eastern crossings as well as watchmen at all street crossings. This separation of grades was not accomplished without increasing the gradients considerably on both sides of the work. The new grade of 0.425 per cent on the north, however, does not exceed the ruling grade over the district, while the grade on the south approach is so short that it presents no obstacle to traffic, which approaches it from Monee on a descending grade.

Tucker Unit Also Interesting

The Kankakee-Tucker work was carried on contemporaneously with that between Monee and Matteson. As stated before, this work consisted of reducing about two and five-tenths miles of 0.4 per cent grade to 0.3 per cent, and extending a third track from Kankakee to connect with the existing third track at Tucker. This required several changes in the lay-out at Kankakee, consisting essentially of making a 3-track connection with the Big Four yard, about four blocks to the east, converting the west track of the existing yard into a new third main track and moving this yard east, as well as moving the track scale to a new location and effecting other minor yard improvements.

The grade reduction work itself began about a mile north of Kankakee, at Bradley, and involved shovel work carried on in three stages. A cut thirty feet wide at the bottom was first carried through to Tucker on the east side of the existing roadbed, the earth being carried back to form the grade for the new third track grade between Kankakee and Bradley, a track-laying gang following behind the shovel with

two permanent tracks. Upon the completion of this cut, through traffic was turned on these tracks, the old main line was taken up, and a second cut was carried through for the new third track. Following this, a third cut was then made to make room for a fourth track. This cut gradually increased to a maximum depth of ten feet and produced 225,000 cubic yards of excavation. Since this was 100,000 cubic yards in excess of that required for the new third track on the east of the existing main line, the remainder was deposited along the west side between Kankakee and Peotone to provide for a future main track.

Interlocking Towers Installed

This work, while lighter than that at Monee, was not without its problems, the most interesting of which was the encountering of a water pocket about 1,900 feet long in the underlying rock when making the first cut. For a time this pocket presented a serious obstacle to the progress of the work, but it was completely drained by widening the cut ten feet and establishing a ditch along the toe of the east slope. The excavation from the cut was handled by two contractors' trains averaging fifteen cars apiece. As on the Monee work, these trains were in charge of Illinois Central conductors, owing to the necessity at times of operating them upon or across the main operated tracks.

In addition to increasing the number of main line tracks and as a means of increasing their capacity still further, four interlocking plants were installed, one each at Tucker, Manteno, Peotone and Monee, the latter at the end of the new 4-track section. For this purpose an old station was appropriated at Tucker, while at Manteno, Peotone and Monee new towers were built which are of brick construction, fully equipped with heating facilities and modern interlocking mechanism. These plants afford the means of diverting trains from one track to another at will. Passing tracks 4,000 feet long were located at all stations, and at Tucker, Manteno, Peotone and Monee, besides the interlocking plants mentioned, there were also located an additional 2,600 feet of passing tracks for use by local freight trains, thus providing the means of keeping them off the main line while doing switching service at these points. No. 18 frogs are installed at all facing cross-overs between main tracks, and all tracks are laid with 90-pound rail.

Although the track work, as well as the grading and concrete work, was contracted originally, the track work was finally done by company forces, it having developed



Shovel in cut, Monee

early in the progress of the work that delays both to through traffic and the construction work itself could be avoided only by having company forces take over the track work. The grading was begun on April 15, within three weeks after the contracts were let, and the work has been pushed forward without interruption since that time, with the result that all traffic has been carried on the new grade for several weeks.

The New Work Aids Traffic

The completion of the work will aid greatly from an operating standpoint. Aside from expediting the movement of trains, it enables the company to take ad-

vantage of an unusual and fortunate traffic condition at Kankakee. As mentioned in the early part of this article, the Illinois Central handles the Big Four business from Kankakee to Chicago. As the ruling grade between Kankakee and Matteson has now been reduced below that between Kankakee and Champaign, the southern end of the district, it is now possible to load trains out of Champaign for the ruling grade south of Kankakee and fill them out at Kankakee with full tonnage for Chicago. The train rating over

the section north of Kankakee has been increased from 3,800 to 4,400 tons.

Three contractors were engaged in the work. M. L. Windham, Centralia, Ill., handled the grading between Kankakee and Tucker. The Walsh Construction Company, Davenport, Iowa, handled that between Peotone and Matteson. The Bates & Rogers Construction Company, Chicago, placed all of the concrete involved in the latter unit. This project has been carried on under the direction of F. L. Thompson, chief engineer of the Illinois Central, and F. W. Armistead, assistant to the chief engineer, with T. H. Robertson as construction engineer in immediate charge.

Red Cross Lauds Illinois Central Response

The following letter dated December 12 was addressed to Vice-President M. P. Blauvelt by Melva Gartin-Funk, director, Sixth Annual Roll Call Organization, Chicago Chapter, American Red Cross:

"Your letter of December 6 to Mr. Marquis Eaton, chairman, Chicago Chapter, American Red Cross, enclosing check for \$1,460.49, the generous contribution of the employees of the Illinois Central Railroad Company, received. We accept this donation most gratefully, and we extend to you our sincerest thanks.

"There is an alarming tendency on the part of the public, we fear, to become less and less interested in the care and comfort of the disabled American soldier, but many of our business houses, clubs, organizations, etc., have evinced a genuine interest by substantial support such as you have given us.

"Assistance from these various sources will enable the Red Cross to continue in its advisory and helpful capacity to the man

awaiting compensation and hospitalization adjustments, etc. It stands preeminently as the connecting link between the incapacitated man and the government.

"Owing to the fact that we were unable to carry out our plans for a brief campaign, November 12 and 13 (constant rain prevented execution of it), we are especially grateful to you for this form of assistance, i. e., enrolling this tremendous number of members in the Red Cross. Your membership enrollment is, in fact, the largest we have received in Chicago, up to date.

"By this liberal contribution, you have said in so many words, 'We at least have not forgotten'—and the Red Cross will not forget the kind spirit in which the enrollment was taken."

Money in the hands of those who did not earn it is a very dangerous thing, mainly because it gives its holders too much time in which to conjure up new ways of giving themselves thrills.—*The Watchman*.

Spanish Moss Beautiful and Useful, Too

Tree Decoration in the South Is Now Being Extensively Bought for Stuffing Cushions and the Like

MANY travelers on the Illinois Central System have admired the beautiful Spanish moss that grows on trees along our lines in the South. It hangs from the branches of the trees in such a way that it leaves the impression that it was put there for decorative purposes instead of being a natural growth. The moss lends a dreamy, restful, pleasing effect to the picture one's eye records, and it leaves an impression that is lasting.

But in these modern days, even nature's work of beauty does not escape being commercialized. Spanish moss is not an exception. It has been placed on the market in the last few years, and the industry is growing rapidly.

Some of the moss completes its apparent purpose in the world, as much of it is gathered and sold for decorative purposes. In many cases it hangs on the wall, or wherever it may have been placed, until its beauty has faded. It could do no more than that in its natural state, for when its vitality begins to wane the wind tears it loose from the tree, and it falls to the ground.

Used to Stuff Cushions

But part of the crop of moss that is gathered and sold serves an entirely different purpose. It goes toward making the life of man more comfortable. Furniture manufacturers use it to stuff their products, cushion makers use it to stuff their cushions with, and automobile manufacturers make seats for their machines out of it.

The increase in the popularity of Spanish moss for furniture, cushions and seats is due to the fact that there is a scarcity of the hair that is used for those purposes, it is said. The price of hair has risen to such a degree that it is too expensive to use, according to some, and Spanish moss serves the purpose equally as well. It has as much life and durability as hair, the moss dealers say.

One of the economical features of the industry is that the moss is not cultivated. Spanish moss grows unaided on the trees of the swamps and along the streams. Growing moss can be found only in these places. Bits of it are found far from swampy places, and some can be seen dangling from wires along the roadside; but in such cases the moss will be found to be dead strands that have been carried by the wind.

Spanish moss feeds from the bark of the trees, and thrives only in damp swamp air. The roots of the moss do not penetrate the wood of the tree. Its food is the surplus water that is taken up by the trees from the damp ground.

Moss Grows on Various Trees

The Spanish moss is not particular in the kind of tree it chooses to grow on, but the moss gatherers find that the better grade



Spanish moss on trees



Spanish moss drying

of moss grows on cypress trees. There is usually a difference in the grade of moss on the various trees. Spring and summer are the only seasons it does its growing. There is a tiny blue blossom in the spring, then minute seeds mature and are carried by the wind to other trees, where they lodge in the bark. In this way the moss spreads to all the trees.

The gathering of the moss is done by hand, mainly by persons who live in and on the edge of the swamps. They wade out into the water, climb the trees, pull the moss off and stuff it in the large sacks they carry with them. Some of the gatherers wear special equipment to aid them in climbing the trees, while others stand in the water and twist the moss off with long poles. They wear no boots as a usual thing, although the swamps are infested with snakes and alligators. If all the moss is gathered from a tree, the supply on that tree the next year will be plentiful.

When the gatherers have filled their sacks, they emerge from the swamps and either sell the moss direct to a dealer or cure it themselves and then sell it. These persons gather moss only when there are no fishes to be caught or trapping to be done. Their livelihood comes mostly from the sale of fish and pelts. They can earn much more money in that way than by gathering moss. One lucky day in fishing or trapping means more money to them than a month of moss gathering.

Fall and Winter the Harvest Seasons

Those who are more experienced in the moss industry say that the fall and winter are the best seasons for gathering. The

moss is more sturdy then because it has stopped growing. If it is gathered during the spring and summer, the young sprouts are so tender that they break off easily.

After the moss is gathered, it is piled in a stack about two feet high, sprinkled with water and left in the open to cure. It is kept damp by sprinkling twice a week, and once every two weeks the moss is turned over with pitchforks. At the end of six or eight weeks it has cured and turned black. Then the strands of the cured moss are strung on wires to dry.

The dry moss is gathered from the wires and run through a gin to get rid of trash, sticks and dead moss. It first goes through large cogwheels, where the sticks are crushed. As the moss comes out on the other side of the wheels, it is caught in spikes that are on a revolving drum and thrown away from the waste matter. After the ginning process, nothing is left but good healthy moss. The gin tears the tender pieces and drops them with the trash.

The moss is then graded and made into from 100- to 200-pound bales. There are four grades: 2x, a poor quality of gray moss that has not been cured and is usually used for decorative purposes; 3x, a mixed moss that is slightly better; 4x, a good grade of black moss that has been well cured; and 5x, the best grade of black hair moss. The 5x moss is the grade that is becoming so very popular at this time.

When the gatherers sell their moss direct to the dealers without curing it, they are paid 40 cents a hundred pounds. The two grades of cured gray moss, 2x and 3x, bring

from 2 cents to 3¼ cents a pound, and the cured black moss, 4x and 5x, from 4 cents to 5 cents a pound. Gray moss is that which has dried on the trees or the ground.

The places of most recent development of the moss industry on our lines are Strader and Manchac, La., near Ponchatoula.

Many bales are shipped from these points over the Illinois Central to manufacturers of the North. At present, the demand for moss is greater than the supply, although this is the best part of the year to pick it. Most of the pickers are making more money doing other things.

Fighting a Snow Blockade in the Early 80's

By WILLIAM CAMP,
Pensioned Engineer, Chicago

A few words about a snow blockade on the Iowa division of the Illinois Central System.

The last three months of 1880 and the first three months of 1881 were severe. On October 15, 1880, there were two trains stuck in the snow between Waterloo and Fort Dodge. The company would get the road clear for eight or ten days, and then it would be blocked again.

The master mechanic fitted up a snow plow on a flat car. I was running a Baldwin Mogul at the time—they were considered jumbos. About the middle of January, 1881, the master mechanic, Tom Place, sent the call boy to me with orders to report at his office. He told me to take the snow plow and go west, not saying anything about my freezing up with the country.

After a good deal of hard work we got to Cherokee. The company started a passenger train for Sioux City, but it did not get there; it stopped in a big cut five miles west of Marcus. We found it there, engine dead, train abandoned.

We had a caboose, with a conductor and two brakemen. My partner was Tom Denison, fireman. We also had O. W. Parker, superintendent, and F. W. Quenby, assistant, with the section men from Marcus. We got within two car lengths of the passenger train when the men got to shoveling snow, which was blowing in faster than they could throw it out. We were there to stay and did for seven days and nights.

Mr. Parker and the men walked back to Marcus that night. Mr. Quenby stayed in the caboose until the next day, when he started for the East, having got enough of the West. We were short of coal.

E. T. Jeffries, general manager of the road at the time, was out on the line. He stopped with his car at Marcus. It looked bad for grub, but we got word to Mr. Jeffries, and he got a train out with a lot of baked beans and corn bread, also a lot of water, as we could not drink snow water. He did not forget to send me a package of smoking tobacco and a piece of navy plug.



William Camp entered the service in 1867 as a fireman at Waterloo. The same year he was promoted to engineer, and he served in that capacity until 1884. He was out of the service of the company then until 1891, when he returned as an engineer. He was pensioned on March 31, 1904, at the age of 66. Now, at the age of 84, he is living at 5803 Harper Avenue, Chicago.

They sent us out thirty bushels of corn to burn in the engine, and it took a 6-horse team to get it to the engine, for there were eighteen inches of snow on the level and all the while it was snowing like the devil. We had no trouble in keeping plenty of water for the engine. We melted snow in the tank, and we were blessed with a tight engine equipped with a non-sifting Mack injector that would take up the water at a 10-pound boiler pressure.

It cleared up after we had been there seven days. Mr. Parker came out with a gang of snow shovelers and dug me out as well as the passenger train. I coupled on the passenger train and took it back to Marcus. In the meantime the engineer and fireman took charge of the passenger engine. We took out the whistle and filled it up with hot water from my engine tank. Mr. Parker also brought a car of coal; so we were fixed for fuel.

I thought they would let up on me a little, but as the road was blocked more or less to Sioux City, I worked on the line and went into Sioux City on April 15, 1881, with the road clean after six months from the time the road was first blocked. I saw Mr. Jeffries after I got there, and he said I was worth several dollars; so I'm getting it now in installments—pension.

A PENSIONER HELPS OUT

Superintendent J. F. Dignan of the Wisconsin division reports that Pensioner J. D. Richards discovered a brake beam down on a car in train No. 172, at El Paso, Ill., recently, flagged the train and had the car repaired, avoiding a more serious accident.

Co-operation Is Necessary for Progress

Chairman McChord of the Interstate Commerce Commission Makes Strong Appeal for Constructive Harmony

The following address on "Co-operation" was made by C. C. McChord, chairman of the Interstate Commerce Commission, before the recent convention of the National Association of Railway and Utilities Commissioners at Detroit, Mich.

ACCORDING to the Standard Dictionary's definition, to co-operate is to operate together or jointly for a common object or to a common end or result. Co-operation is, therefore, potentially as broad in scope as the bounds of human relations. That its activities are not commensurate with its opportunities is no doubt largely due to selfishness, which is a very human attribute, but is in many instances more directly due, I think, to under-valuation. My present interest is in respect of its application in the field of transportation. There it may and should be practiced between carrier and carrier, between carrier and shipper, among carrier, shipper and the regulating authorities, and among the regulating authorities themselves, state and federal. It is rooted in the spirit of mutual forbearance, sometimes called the spirit of give and take, in which neither side seeks an unfair advantage.

It is no mere flourish of rhetoric to say that the comprehensive statutes which now provide for the regulation and control of the most important functions of our extensive railway systems are distinctly traceable to the absence of any such spirit in the earlier stages of development of those essential utilities. Had the promoters steadfastly recognized the real relations in which those transportation projects stood and will always stand to the welfare of the whole people and consistently observed a due regard for the paramount rights and interests of the public the properties were built to serve, there would have been no wrongs to restrain and therefore no restraining statutes. Unhappily, that policy did not prevail, and abuses of the great power in the hands of railway operators eventually stimulated an exertion of the mightier power of sovereignty resident in the people.

No Regulation for Fifty Years

From the appearance of the pioneer line until 1887, something like fifty years, our railway corporations were practically unregulated, and entirely so as regards the federal government. A few states had passed regulatory statutes previous to 1887,



C. C. McChord

but those laws were not comprehensive and related for the most part to the manner of incorporation and prescribed limitations to charter powers. During the era of growth of the nation, and especially the Middle West, after the end of the Civil War, railroads were built in all parts of the country. Communities were anxious for railway connection with the outside world, real estate speculators joined with railway speculators, and for a quarter of a century after 1865 there was a veritable fever of excitement attendant upon railway building. States, counties, townships and municipalities voted bonds in aid of railroads, until in 1900 more than 235,000 miles of railway main lines criss-crossed the entire country, with the exception of the unpopulated regions of the great West. From the outset, while recognized as common carriers, these utilities nevertheless were regarded as private enterprises rather than as public

highways, privately owned and operated but with their first duty to the public.

It was natural and inevitable under the circumstances that railway builders and owners should become impatient of restraint and acquire the point of view that the properties were built and maintained primarily and ultimately for the profit of their owners and operators. The Grange agitation in the Middle West, which had its birth in the belief that the railroads were exacting too much and giving too little, culminated in the Act to Regulate Commerce of 1887. That act, while it purported to confer corrective powers upon the commission it created, did little more than define the duties to the public of common carriers by railroad which were already in the fundamental law of the land. The law stood, however, like a sign post, pointing the way of duty to the railroads. If at that time the owners had accepted in good faith, in spirit as well as in letter, the indicated way of right conduct, much would have been spared them and the country. In that law an Interstate Commerce Commission was provided for which could do little more than investigate and report. The law was practically without penalties, so that no carrier felt bound to obey, in any real sense, any finding or order of the commission. The design of the law was chiefly to destroy the power of carriers to give unjust preferences to any shipper or community. The underlying thought of the act was to prevent undue discrimination between patrons of the railroads entitled to equal treatment. For years railway companies had paid rebates where they wished and by various arbitrary practices had injured or ruined individuals and communities. After the law was passed there was no apparent cessation from the practices that had preceded its passage. As a matter of fact, the law was openly flouted by shippers and carriers alike. I think it accurate to say that no period in railway history in this country was characterized by more abuses than that from 1887 to 1906. Ruinous discriminations continued, and the attendant evils of speculation and manipulation for selfish personal ends were not abated. It seemed as if that period saw the culmination of all that preceded it in a riotous disregard of all those principles which the law declared and common honesty embraced.

Real Regulation Began in 1906

Then the amendatory law of 1906 was passed, with such penalties for deviations from published rates and for giving preferences that the railroads were required to turn about face because of the mandate

of Congress that in the future they and the shipper must play fair. Even then the carriers were loath to give up the power they had long possessed. It was but human, perhaps, that they should yield only to compulsion—the slow-moving but irresistible power of the whole public.

Not until 1906 did the carriers begin to perceive that the great public is bound to have its way when fully aroused, but not even with that enactment or with the ensuing amendment of 1910 did they acquiesce fully in government regulation. The fact that benefits to the carriers themselves flowed from the restraints imposed, in that unfair methods in pursuit of business were brought under the ban, failed to reconcile those trained in the old school. Many of them regarded the regulatory enactments as invasions of the sacred rights of private property. Even today we occasionally hear the complaint that there is too much regulation and too little freedom for individual action. At all events, beginning with the motives which inspired the flagrant wrongs of the earlier period, down through successive lessons of experience and consequent enlargements of the law, and ending for the present with the occasional rebellious spirit, the responsibility rests with the failure to appreciate the ultimate advantages of an honest co-operation between those who require and those who supply transportation.

Carriers Not Altogether to Blame

While none of the wrongs done to individuals and communities are to be condoned, I should feel that I had been unfair did I not follow the indictment with a word or two by way of extenuation in some cases. Our years of intimate contact with the concrete relations of carriers and shippers have brought to our knowledge, as I doubt not has been revealed to you, the fact that the ruinous discriminations did not always originate in the will or mere self-interest of the carriers themselves. Often they were dictated by big shippers in position to demand such concessions upon pain of withdrawal of volumes of traffic which the carriers could ill afford to lose. Here the carrier, as well as the former victim of the discrimination, has become the beneficiary of the powers now vested in our commission and in the state commissions. Speaking of our own law, with which I am more familiar, our control now goes so far that neither shipper nor carrier need again be faced with such an evil dilemma.

It is true that the interstate commerce act has grown from an acorn to a mighty oak and that the state regulatory statutes

have become a forest of sturdy hickories. My message to the carriers is that all these enactments together need not be deplored or feared. They were not framed and placed on the statute books to work harm, but to achieve good for all concerned. At least, if any provision there be which may be found unjust, a manifested carrier spirit of a square deal for everybody will inspire its repeal or its consignment to the realm of the innocuous. It is not to be imagined that any regulatory body in this country has any other desire than to see our railroads wax strong and become prosperous and efficient transportation agencies. It is not necessary, it is not desirable, that in the consideration of grievances the parties and the tribunal shall forever stand at arm's length and justice be done by compulsion. Our own commission would prefer, and I am sure that every state commission would prefer, the co-operative assistance of every carrier to reach the right solution of every problem. It is not an idle dream; it is a very real possibility. Granted, its universal realization is likely to be very remote, but each successive instance would be a stride toward the goal.

Shipper Must Do His Part

It is not to be overlooked that in this consummation, so devoutly to be wished, the shipper has his part to play. In its very nature, co-operation is not one-sided. While co-operation does not necessarily mean compromise, since in a given case one party may be wholly right and the other wholly wrong, it does mean getting together in a mutually honest effort to ascertain and concede what is right. Gladstone once said: "Men cannot co-operate successfully for any purpose if the sole bond between them is selfishness." No conscientious shipper will ask what is not fair, and no conscientious carrier will withhold what is. There can be no real co-operation without common honesty on both sides. While I realize that there are dishonest individuals here and there, I firmly believe that the great majority could be persuaded to meet the carriers half way in such a program. In the face of the obvious fact that transportation and the public welfare are necessary to each other, why, as a matter of common sense, should not the mutually dependent shipper and carrier pull together for the good of both?

There is likewise room for beneficial co-operation in sundry ways between carriers themselves, where a contrary attitude is too often manifest. In that connection I may point out an object lesson in what amounts to practical co-operation in a very important particular, although involuntary on the

part of the carriers, which insures obvious and permanent benefits, and not merely to the public.

Readjustment After the War

Soon after our entry into the world war it became apparent that, as vital factors in the conduct of our share of the military enterprise, the various railroads must co-ordinate their services in the movement of troops and the munitions of war and in all other incidental transportation. This, unfortunately, they failed to accomplish among themselves; and the futility of their several efforts is again traceable to a prevalent unwillingness to subordinate individual interests to the general good. December 5, 1917, our commission transmitted to the Congress a special report, in which it was urged that unification in the operation of the railroads was indispensable to their fullest utilization for the national defense and welfare. The upshot was that in the same month the President, by appropriate proclamation, took the railroads over bodily, and throughout the remainder of the war and until the end of February, 1920, they were operated as an amalgamated arm of the government.

After four long and weary years the war was brought to a successful conclusion by the allied governments, and on our part it was found necessary to make various provisions incident to the termination of federal control. The war itself, with its appalling destruction of human life and of property, left not only sorrow, suffering and want in its train, but a generally deranged economic situation. Values had lost their old relationships. National debts had expanded into figures beyond any real conception. The old-time channels of trade and commerce had been given over to the abnormal and demoralizing demands of war. The cost of living for individuals, for industries, and for carriers had reached unprecedented levels. Reconstruction and a return to the arts of peace were complicated by conditions that only time could adjust. In that situation the Transportation Act, 1920, was framed and placed upon the statute books.

One of the outstanding features of that act, and one that I think is not generally fully appreciated, is that relating to car service. Under the present provisions the carriers are required to furnish safe and adequate car service and to establish, observe and enforce just and reasonable rules, regulations and practices with respect to car service. Particular provision is also made with respect to the distribution of cars among coal mines; and thereby vicious discriminations practiced in former times

have been curbed. The use, control, supply, movement, distribution, exchange, interchange, and return of locomotives, cars, and other vehicles used in the transportation of property are subject to our supervision and regulation. Whenever in the opinion of the commission there is a shortage of equipment, congestion of traffic or other emergency requiring immediate action in any part of the country, it has authority, either upon complaint or upon its own motion, to suspend for such time as may be determined the operation of any or all established rules, regulations or practices relating to car service; to make such just and reasonable directions with respect to car service during the emergency, without reference to ownership of the motive power and other equipment and to require such joint use of terminals as will best promote the service in the interest of the public and the commerce of the people, upon appropriate terms; and to relieve against inadequate transportation service by particular carriers by prescribing the handling and routing of traffic. The long and short of it is that these provisions have in effect recreated the essence or substance of federal control in respect of co-ordinated operation. The result is practically what the commission sought to have accomplished in the light of the car-supply investigation in 1916. Co-operative efforts among railroads is now definitely provided for. For all practical purposes it is equivalent to unification of lines, as far as the ultimate purpose of railroads is concerned, namely, the movement of traffic. Not only so, but it is in no wise inconsistent with the proposed voluntary consolidation of the railway properties of the continental United States into a limited number of systems.

Another Angle of Co-operation

On the subject of co-operation between the carriers and their employees I shall say little. I have always believed and still believe that these groups, also necessary to one another, can avoid their almost traditional strife and discord if each will decently recognize the rights and the burdens of the other and meet on a fair middle ground.

I turn now to the matter of co-operation among the regulatory bodies. This is not the first occasion on which I have spoken upon that phase of the subject. At the opening of the twentieth annual convention of this association in the city of Washington, in October, 1908, as president of the association and then being a member of the Kentucky commission, I strongly advocated a close co-operation among the federal and state commissions in the dis-

charge of their respective duties. I reminded the convention that the necessity for co-operative and concerted action among the respective authorities in every phase of the regulation of railroads had been advocated and approved at each convention since the organization of the association in 1889. In that connection I quoted two eminent authorities in hearty support of that course. The first was Judge Thomas M. Cooley, first chairman of the Interstate Commerce Commission and first president of this association. The second was Judge Martin A. Knapp, then and for a long period of time chairman of the Interstate Commerce Commission.

It is regrettable that prompt and consistent action along these lines was not taken sooner. Sporadic instances were for a long time the only responses to what was self-evidently a sound doctrine. At length the Congress has spoken on the subject by the incorporation into our act of a provision which contemplates and invites such co-operation in cases in which intrastate and interstate schedules appear to come into collision or may adversely affect each other, to be carried out through the medium of conferences or joint hearings; and in that connection we are authorized to avail ourselves of the co-operation, services, records and facilities of the state authorities in the enforcement of any provision of our act. Supplementing and rounding out this legislative declaration of a definite policy, the Supreme Court of the United States also has spoken on the subject in no uncertain terms.

Example of Harmonious Action

Because the subject matter of the general rate increase case of 1920, known as *Ex Parte 74*, was of interest and concern alike to interstate and intrastate shippers and to the federal and state regulating authorities, a committee representing the several state commissions sat with us throughout the hearing and participated in the ensuing conference in which, with their concurrence, our conclusions were reached. The hope and the purpose of the joint hearing were to bring about harmonious action among our commission and the state commissions, in keeping with the spirit of the amended act. The fact that the program was successful only in part has not been considered cause for discouragement. It was the first time we all undertook to work together in an effort so to adjust interstate and intrastate schedules as to put both classes of commerce on an equal footing and at the same time do equal justice to the carriers which handle both. We have since taken a most advanced step.

May 8, 1922, a joint committee composed of five members of the Interstate Commerce Commission and eight representatives of the state commissions, sitting at Washington, reported a tentative plan of co-operation through conferences and joint hearings. While experience probably will dictate some changes, such satisfactory progress has been made as to insure its ultimate success.

It is not to be supposed, of course, that we will always be of one mind in all cases, but differences can be composed where otherwise maladjustments would result; and with the right spirit behind it, aided and encouraged by experience, this co-operative effort will produce satisfactory results in steadily increasing numbers.

Can Co-operate in Express Case

A great opportunity for the practical application of the co-operative plan—one readily adaptable to a completely successful issue—presents itself at this time. The Interstate Commerce Commission has entered upon a nation-wide investigation of the interstate express rates and charges. In that connection we have invited all the state commissions, through their Washington representative, to co-operate with us, not only in respect of the interstate rates but also in respect of all the intrastate rates. The express rates are founded upon a system designed for uniform application throughout the country, both interstate and intrastate. That they should be restored to a complete symmetry no one will deny, and the case peculiarly lends itself to a full justification of our co-operative plan. We hope to receive the necessary co-operation and to achieve a final result that will be above reproach.

To my mind, just as co-ordination among the railroads was necessary to meet the requirements of the war period, so concerted action in those matters wherein our duties run parallel is at all times essential to a properly effective discharge of those duties. Discriminating differences in intrastate and interstate rates are just as vicious as purely intrastate or purely interstate maladjustments. Within the realm of commerce there should be no state lines, and the building up of symmetrical rate structures for the use of interstate and intrastate shippers can best be accomplished, beyond question, by harmony of purpose and action among the respective regulatory bodies. I have an abiding faith in the potentialities of unselfishly co-operative effort, and I doubt not that the acquiescence of the state commissions in the co-operative plan rests upon the same belief.

There can be no conflict of authority in

harmonious action along the lines laid down in the plan; and for the development and effectual application of the plan we need no statutory authority or assistance. The fact is, we are doing by voluntary co-operative action more than either the Congress or the state legislatures could compel us to do. Dealing with a common subject, with but one justifiable end in view, we shall rightly be adjudged failures if the products of our labors are in discord. Unrest and hostility are abroad in the land and should be quieted or curbed, not stimulated by official example. It is incumbent upon all of us to bear in mind that, as the destinies of the railroads are largely in our hands and with our enormous territorial area well nigh our national existence is dependent upon transportation by railroad, ours is a serious responsibility. How dare we work at cross purposes? The rectification of harmful inequalities between intrastate and interstate rates should be as much the concern and the duty of the state commissions as our own. It is your right to call upon us for collaboration and assistance, and we shall not hesitate to call upon you. Within those spheres wherein our interests are mutual, we should be virtually one regulating body, not an aggregation of bodies without co-ordination. Unity of action can, of course, come only from unity of purpose, and that purpose must undeviatingly comprehend the good of the whole. We have laid the foundation. Our co-operative plan announces our purpose and marks the beginning of an epoch in railway regulation.



Interior, St. Louis Cathedral, New Orleans

How to Keep "Living Jewels" in Your Home

*Fish Fancier Has His Choice of an Alphabet
Full of Beautiful and Interesting Subjects*

By MARCUS MULLEN,
A. R. A. Clerk at Fordham Yards

I HAVE read at different times in our magazine of various employes of the Illinois Central who raise chickens, dogs and alligators as a hobby, and I want to include the story of my fishes in that list.

Years ago the Germans discovered that many of the different varieties of fishes the world over thrive and do extremely well in captivity or in aquariums. In following up their discoveries they found that the fishes from the tropical countries were the ones best adapted to this, for the reason that aquariums, while subjected to almost any natural rise or fall in temperature, are not so likely to go to low extremes, because we do not as a rule allow our living rooms to get very cold. While fishes from tropical countries can stand almost any natural rise, fishes from the temperate zones cannot. In some cases the latter require ice to keep the temperature down. Water freezes over the goldfishes in the Washington Park lakes at Chicago, but they would suffocate if the temperature went too high.

An Alphabet Full of Fishes

There are several hundred varieties of fishes from the tropical countries. Alphabetically arranged, their names extend from the *Acanthopthalmus Kuhlii*, native fishes of the waters of East India, about three inches in length, of a peaceful nature, which lay their eggs on plants or rocks, to *Xiphophorus Helleri*, beautiful fishes from the Mexican waters, of an extremely peaceful nature, which produce their young alive.

Now, right away, I dare say, some of my readers are going to say: "This is some



Marcus Mullen

fish story—think of fishes being born alive!" Well, that doubt is not surprising, for not one person in five hundred knows that to be a fact. The chances are that if one ever heard it he forgot it. But there are yet stranger things than these. There are nest building fishes that build nests out of bubbles which the male fish makes all by himself. After the female has laid the eggs, the male watches very closely and jealously. Should any of the eggs be jarred out of the nest, he picks them up in his mouth and blows them back up into the nest. All told, there are four different breeding groups—egg droppers, egg layers, nest builders and live bearing.

Suggestions for the Beginner

All four of these varieties have specimens which are easy to raise and easy to keep, though it must be understood that the temperature of the aquariums must be kept up to at least 70 degrees. Having had four years' experience, and having paid for some of my knowledge dearly, I say again that proper temperature is most essential. The easiest of these to raise and the most popular ones are the live bearing, and of these there are about forty varieties.



The paradise fish

To anyone wishing to try this hobby, I suggest the Helli, Guppy, Poecilia blue, the three kinds of Platypoecilia, the red, black and spotted, and the Heterandria Formosa, or mosquito fish, the very smallest of all aquarium fishes, the male adult being only three-fourths of an inch long and the female one inch.

The Guppy, whose scientific name is *Lebistes Reticulatus*, grows to an inch and one-half and is called the rainbow fish on account of his multitude of colors. Some of them actually have all the colors of a rainbow, and their rate of reproduction will be a joy.

The Helli, or Mexican swordtail, are so called because in the male the tail fin at the bottom grows out in a long green or yellow swordlike tail edged with black; a bright red stripe runs the length of their bodies. There are several species of these. The Guppies, Helli and all live-bearing fish are natives of America.

Decidedly interesting are the nest builders, of which the *Macropodus Viridi-Auratus*, commonly called paradise fish, from China, is the most common and beautiful. These fishes are most hardy, having been known to live for eight years, but, contrary to their name, they have no angelic nature or disposition. One male is known to have killed three females before finding one to suit his fancy as a bride and mother of his offspring. Two males will fight like two dogs. They circle around each other and occasionally strike until, as has happened, they both get a good hold at the same time and then hang on exactly as bull-dogs do. Put them in with other fishes, and they use the same tactics. They bite the fins

A Student of Fish

Marcus Mullen has been a fish fancier for several years and at present has nearly 300 specimens in his apartment at 63d Street and Blackstone Avenue. He knows the technical name as well as the disposition and natural environment of each fish. Tending to them and studying their habits is most interesting, he says. Mr. Mullen entered the Illinois Central service in 1912 as a gateman at the 63d Street station. He was there about ten months and was then made a clerk in the loss and damage bureau for eight months. He spent two years at South Water Street and two years as a valuation clerk. He was out of the service then until 1921, when he accepted his present position as American Railway Association clerk at Fordham yards.



Part of Mr. Mullen's equipment

and tails off the other fishes and eventually kill them. But if you put a number of them together they get along fairly well, for one will not allow another one to get behind him.

Male Fish Guards the Young

In reproduction the male secretes a sort of bubble, or rather great quantities of them, until he has built a nest sometimes as large as your hand and peaked up like a hay-stack. After building the nest, instead of courting the female, he drives her under the nest. As the female spawns, or lays, the eggs, being lighter than water, rise into the nest. It is then necessary to take the female away, as the male will kill her or any other fish in his vigilance or ferocity in guarding the nest. The eggs hatch in about thirty-six to forty-eight hours, and he shows the same solicitude for the young. If any of them fall out or stray away from the nest, he immediately gobbles them up, carries them back and blows them up into the nest. He takes care of them in this manner for eight or ten days, when it is necessary to remove him, for he will break the fast he has maintained during the period of fatherly duty and devour the very youngsters he has so zealously guarded.

The Guarini, both spotted and striped, the



Cichlosoma nigrofasciatum



Mexican swordtails

Polyacanthus Dayi and *Cupanus* and the *Betta Rubra* are other nest builders. Included in the egg droppers are the *Danio* and *Barbus*, both varieties being a splendid aquarium fish on account of their great activity. They are never still a moment.

Of the *Danios*, the *Danio Rerio*, or zebra fish from Ceylon, is the most beautiful. These fishes average in length about one and one-half inches and have brilliant blue stripes running the entire length of their bodies. They reproduce by dropping their eggs among the gravel and rocks. As they are particularly fond of their own eggs, we have to use our ingenuity to keep them from beating us to them. If the bottom of the tank is covered with small marbles, the eggs drop between the marbles and are saved. These eggs take from three to five days to hatch, and the young require particular care and attention. Other *Danios* are the *Danio Malabaricus*, *Danio Albolineatus* and *Danio Anali-Punctatus*.

Of the *Barbs*, the three most popular are the *Barbus Conchonius* from East India, the *Barbus Vittatus* from Eastern Asia and the *Barbus Semi-Fasciolatus* from West Africa. The *Barbs* are all very active, and all have a truly golden cast. They are particularly hardy, which makes them a desirable aquarium fish. The breeding habits are similar to those of the *Danios*.

Among egg layers are some of our most beautiful fishes. They range in variety from the *Kriefftius Adspersus*, a mud minnow from Australia, to the wonder fish of all, the beautiful *Pterophyllum Scalare*, or half-moon, of the Amazon River. The latter is so beautiful and rare that one pair sold in Chicago about a year ago for \$75. The *Cichlasoma Nigrofasciata* of South America are extremely pugnacious—even ferocious—and can only be kept alone, while the half-moon, in addition to being so alluring and rare, is very gentle in its habits and will even become so trustful as to eat out of one's hand.

The home for the fish is important. The larger the aquarium, or tank, the better. I say this advisedly, for you can get a tank so big that it can become a white elephant on your hands. Any size from a 10x10x18 to a 14x16x18 can be made into a beautiful parlor asset, for, as one writer has so justly described them, fishes are "living jewels" for the home.

Aquarium Not Hard to Keep

Contrary to a common belief, the water in a balanced tank does not have to be changed daily, weekly or yearly. I have had one set up for more than two years



More of Mr. Mullen's equipment

and two now that have both been up more than a year each. Of course water must be added for evaporation and for siphoning. When the dirt at the bottom is siphoned off some water is lost, but some fanciers strain this water back into the tank.

In setting up a tank a liberal supply of gravel should be used, which previously should have been well cleaned and washed. It should be spread over the bottom, with the back side higher than the front so that any dirt or sediment that needs to be siphoned off can easily be reached. The tank should be planted generously with such oxygen developing plants as are procurable, preferably *Sagittaria* or *Vallisneria*, and some few decorative plants, as

Ludwigia and *Myriophyllum*. The latter also serves as a good hiding place for the young from their cannibalistic parents. One of the best top plants is *Anacharis*.

The very young fishes should be fed powdered prepared fish feed, powdered yolk of egg, graham or soda cracker dust, oatmeal broth and young daphnia, or water fleas, also called ditch fleas, and cyclops, an other ditch inhabitant.

The larger fish should have prepared fish feeds, shredded and dried shrimp, ditch fleas, raw beef, scraped oatmeal, chopped earthworms and vermicelli.

And last but not least, to all beginners: More fish are killed through kindness by overfeeding than ever starved.

Springfield Division Baby State Champion

Mary Agnes Zimmerli, 53 months old, daughter of Mr. and Mrs. Henry Zimmerli of Clinton, Ill., scored the high record of 99.5 per cent perfect in the seventh annual state fair better babies' conference at Springfield September 23. Mr. Zimmerli is private secretary to Superintendent C. W. Shaw of the Springfield division, and it is needless to say that "Zimmie" is one of the proudest fathers in Illinois today.

Mary Agnes, who is just a little past 4 years old, was entered in the better babies contest in DeWitt County early in August, at which time she was awarded first prize, showing the high percentage of 99.3 per cent perfect. She was presented with a silver loving cup which was donated personally by Len Small, governor of Illinois, and was also given the honor of representing DeWitt County at the state fair at Springfield, September 16 to 23, with all expenses paid.

At the state fair Mary Agnes again showed her colors. Among 922 children present to compete for the honor of being called the most perfect baby, she was pronounced the best in physical and mental development. Examinations were conducted by Drs. Bartelme, C. D. McKinney, J. Leslie Lambert, B. F. Steely and P. L. Taylor, all of whom are noted authorities in the state. The loss of one-half of 1 per cent was due to the fact that her legs were a quarter inch short of the assigned standard.

Mary Agnes held first place at the state fair and was awarded first prize, a \$100 savings account in her own name. The proud mother was presented with a \$100 John Bunn watch, the latter donated by the Illinois Watch Company of Springfield.

In further recognition of the victory, Mary Agnes and her mother were appointed as delegates to represent Illinois



at the thirteenth annual meeting of the American Child Hygiene Association at Washington, D. C., October 12 to 14.

Mary Agnes is a lovable child and is a great favorite among the Illinois Central employes on the Springfield division, who congratulated "Zim" on having the best baby in the state, as she shattered all previous records for scoring.

Clemenceau a Patron of Illinois Central

*Distinguished French Visitor Made Trip
to Springfield and St. Louis Over Our Line*

By G. G. TRUESDALE,
Assistant General Passenger Agent

THE Illinois Central recently enjoyed the distinction of being one of three American railroads over which M. Georges Clemenceau, war premier of France, traveled during his tour in the United States, when he made an appeal for a sympathetic understanding on the part of the American people of his country's situation as the result of the World War.

The "Tiger" left Chicago the morning of Thanksgiving Day on the Daylight Special for Springfield and St. Louis, traveling in Charles Schwab's private car, "Bethlehem." He was accompanied by his advisor, Col. Stephen Bonsol, his secretary, M. LeFevre, and attendants. A party of fifteen newspaper correspondents and photographers representing the leading American and French dailies and press associations, who had been with him since the beginning of his tour, also made the trip.

The party stopped at Springfield for an hour and a half, which had been previously arranged at the express request of M. Clemenceau, to enable "the Grand Old Man of France" to pay tribute to the memory of Abraham Lincoln by placing a wreath on the tomb of the martyred president.

Taken to Lincoln Home

M. Clemenceau was met upon his arrival at Springfield by a large crowd, which gave him a rousing welcome. Prior to the

ceremony at the tomb of Lincoln, Clemenceau was escorted through crowded streets to the Lincoln home. He was taken through the rooms, was seated in Lincoln's armchair, and was presented with a pen made from the flooring of Lincoln's bed-room, with which he signed the visitor's register. From the home the party proceeded to Oak Ridge cemetery and directly to the monument. Former United States Senator Lawrence Y. Sherman presided over the ceremonies at the tomb.

The following is the report given by the Chicago *Tribune* of the Frenchman's remarks at the Lincoln shrine:

Honors Principles of Lincoln

"After these very appropriate and moving words which have been spoken here, I hardly dare say more—I could not. Nobody felt more than I the feeling which pressed all human hearts when your president was murdered. I was but a young man, but I remember the great demonstration that was staged in Paris, which manifested the feeling which we people of France had for the now immortal Lincoln, just as all the people of the world who love liberty had for him.

"Today, as I stand at his tomb, I remember his words spoken at Gettysburg: 'We do not consecrate these dead. We ask them to consecrate us.'"

"I honor today your valiant men who died on the fields of France for the same principles, the same inspiration, the same



M. Clemenceau, in center, leaving Central Station, Chicago, on our Daylight Special the morning of Thanksgiving Day



M. Clemenceau, a little to the right of the center of the picture, at the tomb of Lincoln at Springfield, Ill.

love of liberty for which Lincoln, the great American, laid down his life at the gun shot of the murderer.

"We do not try to equal him, but to go behind him in the path which he made for us. We people in France honor Americans and love America, but we know how to discern among them those who are true, who have courage and faith and patience and the qualities which made your Lincoln the man whom the world honored and loved and who has inspired all the world to love the many.

"And I, who come here as a private citizen with no thought of politics, come to this tomb to find a new strength, a new courage, to carry me through the difficulties which follow all public action, and for his help in private life, in the sacrifice we must all make if we are to live up to his ideals of courage and faith, of good for the many.

"I come not as the representative of a country or a political party, but as a man before this man, and with all my heart I am profoundly grateful for the privilege, profoundly stirred by the inspiration of standing at his tomb."

His mission having been fulfilled, the former premier was at the station in ample time to permit leaving at 4:30 p. m. in the

Illinois Central special train which was to carry him to St. Louis.

Spent the Night at Litchfield

In order that M. Clemenceau might escape all callers and get a complete rest overnight to recuperate from his fatigue, which was beginning to manifest itself as the result of his strenuous speaking tour, it was decided to side-track the special train just outside of Litchfield, Ill., for the night, and the north siding was chosen.

The plans of the St. Louis reception committee demanded that the "Tiger's" special train arrive at Union Station promptly at 8:35 a. m. Thanks to the combined efforts of Superintendent Shaw, Trainmaster Walker, Conductor Millan, Engineer Hoyt, Flagman Irvine and Fireman Storey, and the others intrusted with proper handling of the train, it arrived at Tower 1, St. Louis Union Station yards, at 8:34 a. m., where the engine, which was to carry the train to the Forest Park Station, St. Louis, was attached.

A short time prior to his departure from Chicago M. Clemenceau graciously consented to pose for an Illinois Central photographer with Conductor Patrick Haley and Trainman Ed B. Taylor, who were to conduct his train as far as Springfield.

M. Clemenceau and his party were ac-

accompanied on their trip over the Illinois Central by C. E. McCullough, division passenger agent, Pennsylvania System, Baltimore, who had charge of the arrangements for M. Clemenceau's American tour; E. H. Baker, supervisor of passenger service employes, Illinois Central System, and the writer.

M. Clemenceau's vigor is remarkable, considering his years. Although more than 81 years old, he has the appearance of a man in his sixties. His eye is keen, and he walks with a firm deliberate step, which seems to be indicative of his character.

The ex-premier has a daily routine from which he rarely ever deviates. His custom is to retire about 7 o'clock in the evening, and at 8 o'clock in the morning he arises and partakes of a hearty breakfast, consisting of from four to six eggs and a cup of black coffee. From then until dawn seems to be his favorite time for work, and it is then that he prepares his speeches.

It is said that during the war, when the "Tiger" threw his heart and soul and every ounce of his energy into the cause of France, this daily routine was suspended, for he worked night and day with remarkable endurance, visiting even the front line trenches in all sorts of weather, giving inspiration to his countrymen.

M. Clemenceau is gifted with a keen memory, and commenting on this faculty one of the newspaper representatives in the party related an interesting incident which took place after M. Clemenceau's address in Boston. During the informal reception which followed on old lady came forward to shake the "Tiger's" hand and remarked to him that she had been one of his students when he taught school for a short time during his residence in New York. The old gentleman not only remembered her but recalled her name—and he had not seen her for more than fifty-seven years.

Faithful "Red Caps" Get a Word of Praise

Sandy W. Trice, chief usher at Central Station, Chicago, recently wrote as follows to A. M. Loeb, president, National Council of Traveling Salesmen, Hotel Cadillac, Broadway and 43d Street, New York City:

"I am writing this to express to you how gratifying it was to me to read an editorial in the *Chicago Evening Post* of November 9 showing what you had to say relative to the splendid type of service rendered by the 'red caps' throughout this country to the traveling public.

"I am quite sure that it will be keenly appreciated by every 'red cap' who may read it. Since it comes from a man of your type and standing, with such broad experience and knowledge of their worth, I shall see to it that it is put up in our ushers' room, so that it may from time to time be read by all of them, as an incentive for them to become more efficient and courteous to the traveling public.

"In our weekly talk to the 'red caps,' we try to impress upon them their position to the traveling public—that they should at all times render efficient and courteous service.

"We shall endeavor to see to it that this particular group of 'red caps' will measure up to all that you have said in your statement. We appreciate the fact that, for a 'red cap' to be efficient, he must be to some degree intelligent."

The editorial which appeared in the *Chicago Evening Post* read as follows:

THE USEFUL "RED CAP"

It is pleasant to find an appreciative public recognition of a body of workers whose services are at the command of all travelers, but who are seldom thought of after the travelers leave the railway stations. These are the attendants known as the "red caps." Mr. Loeb, president of the National Council of Traveling Salesmen's Associations, speaking as he says for more than 700,000 members, lately made this statement:

The traveling salesman, by the nature of his calling, which requires almost daily contact with railway conditions and personnel, is in a position to know and appreciate the splendid type of service rendered by the official corps of "red caps," their willingness, courtesy and honesty; he is equally alive to the menace of the irresponsible public porter, and as an experienced traveler he avoids intrusting his errands to these itinerant men and boys, whose responsibility and whose fees demanded are not subject to any satisfactory regulation or control.

Travelers see these "red caps" when they enter the stations in all cities of any size, see them on the platform when they step from trains, and transfer their hand baggage to them sure that the property is in safe hands and that all instructions will be carefully followed. The traveler does not stop to ask or to wonder who is responsible for them, who employs them or if they are remunerated by the railway companies. Because of their uniforms he recognizes them as official attendants and because of the convenience of their service he bestows tips for it with far more willingness than he feels in remunerating the train porter for running a whisk broom over his coat. It is real service that the "red cap" gives.

Women with young children or with heavy satchels find the "red caps" a great dependence when transferring themselves from the trains to taxis. The cap is anxiously looked for and its owner eagerly welcomed by such travelers. The "red cap," in short, has become an institution that the public cannot dispense with, and it is right that his usefulness should be recognized.

Faith and Fair Play Are All-Important Now

President Markham, in Louisville Address, Says Better Understanding by Public Will Help Solve Problem

Address by C. H. Markham, president, Illinois Central System, before the Kentucky Manufacturers Association, The Seelbach, Louisville, Ky., December 12, 1922.

OUR railway problem is one of varying aspects. Just now its most important aspect is the necessity for raising new capital to finance the expansion that is needed to keep pace with what we all feel to be a permanent revival in the nation's business conditions.

Our railroads exist to provide transportation service. They were called into existence nearly a hundred years ago by a nation that was just breaking out of its swaddling clothes on the Atlantic coast—a nation which now numbers more than a hundred million people and which has wide territorial interests and manifold and intermingled processes of trade and industry that could not be maintained by any other form of communication. The groups vitally interested in the success of the railroads today are three, although the second and third are included in the first. These groups are: First, the 110,000,000 people of the United States, to whom the maintenance of railway transportation means the maintenance of the present form of civilization; second, the close to 2,000,000 railway workers of the country; and, third, the 800,000 stockholders and the almost equal number of bondholders of the railroads.

An Essential Service

The railway business is not a business in the ordinary sense of the term. It is a service—a vitally necessary service—that must be maintained at all costs. It cannot shut down in slack times or expand rapidly and boost its prices in times of prosperity. Its plant must be maintained at a high standard at all times, and the methods by which the nation finances this undertaking and the justice according to which the burdens and the returns are distributed are wholly secondary matters. I trust that you will bear this in mind—that the maintenance of efficient transportation is the main thing and that the agitations we have for a higher return on the railway investment, higher wages or lower rates are purely temporary matters, merely the attempts of this group or that to increase its own return or to lower its own assessment for the upkeep of the transportation plant.

All three of the groups I have mentioned

benefit by the existence of the railroads. The public benefits by service; the bondholders and stockholders, by interest and dividends, if any are paid; the employees, by wages. Into the maintenance of the railroads the public places its money, by payment of rates; the investors place their money, by purchase of the stocks and bonds that finance railway building or expansion; and the employees place their work, by providing the service on the lines that the investors have built. The public must not be forced to pay too much for service; the stockholders must not be asked to invest without some hope of adequate return; and the employees must not be called upon to work for wages that are too meager—although all must be made to realize that the maintenance of the service is the big thing, so vitally necessary that any or all of these groups may be called upon for at least temporary sacrifices in its behalf.

Tardy Justice to Investor

I do not believe that we are ever likely to turn government regulation into government ownership of our railroads, and so we are likely to have with us for a long, long time the railway investor—the stockholder and the bondholder, the builder and the lender, the dividend-drawer and the interest-receiver, the owner and the mortgagee. We have heard a great deal from time to time about the needs of the railway patron and the needs of the railway employe, but it is only of late that attention has been paid to the needs of the railway investor. Since the beginning of restrictive regulation with the passage of the Hepburn Act in 1906 the patrons have worked their will with the roads; in more recent years the employees have influenced legislation for their own uses; but it was not until 1920 that the part of the railway investor was taken in the passage of the present Transportation Act. It was the first effort on the part of the nation to see that the stockholder, the keystone of the railway arch, got his due; and it is to the ultimate best interests of the country that this recent attempt to do justice to the stockholder be kept in force.

The Transportation Act of 1920 was made a law for the purpose of restoring the confidence of investors in the railroads, so that the railroads could keep pace with the growth of the country. I do not believe that our law-makers today will forward the prosperity of the country by amending the

Transportation Act until it has had a fair chance, under normal conditions of business, to prove its worth. I would, however, make one exception. I believe that there should be contact between the Interstate Commerce Commission and the Railroad Labor Board. President Harding referred to this in his message to the Congress December 8. He recommended the creation of a labor division in the Interstate Commerce Commission, made up from its membership, to hear and decide disputes relating to wages and working conditions. He said, if this plan were adopted, it would be necessary to increase the membership of the commission by four members, and suggested that one of these should come from each of the four rate-making territories. I believe that the President's recommendation is worthy of the most serious consideration.

Why Fair Return Is Needed

Unfair and unwise regulation in the past has seriously harmed the owners of railway securities, who have seen honest and legitimate investments greatly depreciated in value over a period of years or actually wiped out. That unfortunate situation is having a tragic reflection today on the whole prosperity of the nation. It has been estimated that every shortage of railway transportation costs the country a billion dollars, and we are going through a shortage today that is especially acute because it is being experienced right at the beginning of a revival of prosperity, instead of toward the end of a boom, as in previous cases. Railway service has been affected by the shopmen's strike and the coal miners' strike, but the underlying cause of the shortage of transportation is the fact that the railroads have not been permitted to earn a rate of return that would attract the necessary capital to equip them for the needs of advancing business. They have not been able to keep pace with the growth of the country's demand for their service. The railroads can never attract the billions of dollars of new capital that they now so urgently need until they are allowed to earn a fair return upon the money invested in them. That fact ought to be clear, and every American ought to know it. It is not a matter of what the railroads *ought* to earn; it is a matter of what they *have* to earn in order to compete in the open market for new capital.

As manufacturers and business men, you gentlemen know how you have to go about it in order to get new capital into your enterprises by adding stock or by raising a loan. You have to show how prosperous

your business is, how much you made last year and the year before and how much you are likely to make in the coming years. You have to show the prospective investor that he can make at least as much money with the minimum of risk in your business as he can make in any other business that is competing for his investment.

The railroads as a whole have not been able to make this necessary showing, and as a result capital has not flowed into them in anything like the volume needed.

"But," you might say, "are not railway stockholders guaranteed a fair return by the Transportation Act of 1920?"

No Guaranty of Earnings

I have heard that question before. Ten days ago I was out in Iowa to talk at a meeting of farmers. Out there many seemed to think that the government was pledged to see that the railroads got 6 per cent; something of the sort had been urged with telling effect in the political campaign just ended. I was astonished at the number of persons who seemed to think that the railroads had such a guaranty.

There is, as a matter of fact, no such guaranty. The Interstate Commerce Commission, in compliance with the terms of the act, attempted to set rates that would yield a 6 per cent net railway operating income on the tentative valuation determined by the commission. It is a matter of record that this attempt has failed; the rates were put into effect in a time of business depression and have since been reduced, so that the railroads have done well to make 3.47 per cent for the first two years of experiment. It took most of this to pay bond interest and rents of facilities. In the face of a business revival, the rates begin to promise slightly more at present, but there is no certainty that the rate of return will be maintained, and there is certainly no way by which the railroads can make up the difference between the 3.47 per cent which they actually earned and the 6 per cent which they were expected to earn for the first two years of operation under the Transportation Act.

The Group That Suffers

In the face of that, we have to meet the present agitation to do away with certain provisions of the Transportation Act, including the one I have just mentioned, as being too favorable to the railway stockholders and too expensive to the railway patrons, particularly the farmers. The Transportation Act of 1920 encourages the railway stockholder to look for a fair return, but he hasn't had it yet.

The railroads have lost few employees because wages are too low and few shipments because rates are too high. As I

have shown you, the railway investor is the factor needing attention; his money is subject to many more attractive temptations, and who should blame him if he takes it elsewhere? The railway employee would go into other lines if more money were offered him; the shipper would turn to other forms of transportation if they were available and the rates and service were more attractive; and certainly the railway investor cannot be called upon to show more loyalty to the railroads than the employees and the shippers. As a matter of fact, the investment group is the one of the three groups I have mentioned which has suffered the most by reason of railway regulation in the interest of the other groups; and the best thing the American public can do for its railway ills right now is to show consideration for the prospective railway investor.

Of course, some persons will be telling you that the stockholders are not entitled to a fair return on their investment because the railroads have issued "watered" stock and are trying to collect on a value that does not exist. Our law-makers of an earlier day were worried about that very same bugaboo, and so they set up machinery, under the authority of the Interstate Commerce Commission, to find out about it. That process of valuation of the railroads of the country has been in progress for many years. Stocks or bonds or earning capacity, including good will, have *not* been considered in this valuation. The factors taken into consideration have been: Cost of reproduction in 1913 to 1916, cost of reproduction less depreciation, original cost, other valuations and elements of value.

Valuation Shows No "Water"

When a tentative valuation was needed for rate-making purposes in 1920, the commission carefully weighed the facts already at hand and set the tentative valuation of the railroads at \$18,900,000,000, which was almost \$2,000,000,000 in excess of the net capitalization of all the railroads outstanding in the hands of the public at the end of 1919. In other words, on the face of the commission's estimate at that time—an estimate which is being corroborated by the final valuations being served upon individual railroads—the railroads are worth at least \$2,000,000,000 more than the net face value of all their stocks and bonds outstanding in the hands of the public. The average railway stock today is selling at much less than par, and that means that the current market value of the properties is so much less than what they are really worth that railway securities would be the best buy on the market, were it not for the fact that earnings have been so unfortunately restricted in the past.

The Illinois Central System was recently served with a preliminary engineering survey of its valuation as of June 30, 1915, seven and one-half years ago. At that time, the Interstate Commerce Commission's valuation engineers estimated, the property was worth about \$371,500,000. Now that estimate was too low, as we hope to show the commission, but even taking that estimate as it stands and adding the \$108,000,000 put into the property between that time and the end of 1921, we would have had a valuation at the end of 1921 that totaled close to \$480,000,000, or more than \$90,000,000 in excess of the Illinois Central System's capital stock and funded debt in the hands of the public. A margin of \$90,000,000 on a valuation of \$480,000,000 is a pretty safe margin—certainly safe enough to prove that you won't find "water" in the securities of the Illinois Central System.

Now, I speak about the Illinois Central System because that is the railway property with which I am best acquainted, but I believe you will find, by a comparison of other valuations and capitalizations as announced from time to time, that the Interstate Commerce Commission did not overvalue the railroads when in 1920 it placed a tentative valuation upon them that was \$2,000,000,000 in excess of the outstanding capitalization.

Illinois Central Capitalization

It is easy to show the reasonableness of our Illinois Central capitalization. The Illinois Central System operates about 6,200 miles of line; but when we count up

Mr. Markham's Addresses

In the last month President Markham has delivered addresses on railway subjects upon the following occasions:

December 2—Meeting of Delaware County, Iowa, farmers at Manchester, under the auspices of Jones Mill Grange.

December 7—Eighteenth annual National Rivers and Harbors Congress, Washington, D. C.

December 12—Annual meeting of Kentucky Manufacturers Association, Louisville.

December 14—Dinner given in honor of Mr. Markham by Kankakee (Ill.) Chamber of Commerce.

Upon each occasion Mr. Markham spoke of the problems confronting the railroads of the country and of the need for a constructive treatment of these problems by the public. His Louisville address has been selected for reproduction in this number.

second, third and fourth tracks, side tracks, passing tracks, yard tracks and the like, we have more than 10,000 miles of track. Our capitalization is about \$387,000,000. That is \$62,400 for each mile of line or \$38,700 for each mile of track. But capitalization covers much more than just the right-of-way, the ballast, the ties and the rails. On the Illinois Central System we have 75,000 freight cars, 1,800 locomotives and 1,700 passenger cars. Take our freight cars at a value of \$1,000 each, which is half what a new car costs today; it is not an unjust value of our cars, because our equipment was acquired largely in recent years and has been kept in first-class condition. Take our locomotives at \$30,000 each, which is nearly half what we are paying now. Take our passenger cars at \$15,000 each; we paid \$34,800 each for the last steel cars we purchased; most of our passenger cars are modern steel cars, and they have been kept in good condition. These estimates would give us \$75,000,000 worth of freight cars, \$54,000,000 worth of locomotives and about \$25,500,000 worth of passenger cars. This is a value of \$154,500,000 for rolling equipment alone, nearly half of the total capitalization of the system. When we subtract this from the previous capitalized value we had for a mile of track—\$38,700—we have left a capitalized value of \$23,250 a mile. And this does not take into consideration the cost of bridges, signals, telephone and telegraph lines, which are so closely connected with the track, or of the buildings, land, roundhouses, shops and stations. The value of our terminal properties at Chicago, Memphis, New Orleans, Louisville and other cities runs into large figures.

So we see that even the low estimate of \$23,250 is much too high to represent the actual capitalization of a mile of track on the Illinois Central System. A good comparison to make, in order to bring this figure home, is to think of the cost of building a mile of hard-surfaced highway. I don't believe you will find that many hard roads are being built for \$23,250 a mile. A good estimate for Kentucky hard roads, I understand, is \$25,000 a mile. Bearing this comparison in mind, I do not believe that you will find anything to criticize in the capitalization of a railroad that does not greatly exceed this comparatively low amount.

Cost of Building New Line

In this connection, you might be interested in learning what it is costing the Illinois Central to expand its facilities in Kentucky today. The construction of our new line from Central City to Dawson Springs—a distance of slightly more than

twenty-five miles—will cost us very close to \$60,000 a mile. The construction of second track from Princeton to Scottsburg, three miles and a half, cost us \$38,000 a mile; from Paducah to Clarks, nearly three miles, \$42,000 a mile. A spur from Sturgis to Bell Mine, three miles and a half, cost us \$40,000 a mile, even when we used second-hand rails in its construction.

Put Case Up to Public

In order to get anything done in regard to the railway situation or to prevent things from being done which are actually harmful, we must give the public a clearer understanding of the railway situation and of the public's vital stake in railway welfare. I believe that railway managers can do nothing more fundamentally important than to take the public fully into their confidence. I have no doubt of the inherent justice of American public opinion, and I believe I can trace 99 per cent of our present railway ills to public misunderstanding of our true railway situation.

This addition of understanding is something which the railway executives themselves can help attend to, and it is their duty, as I see it, to do so—for one reason because they are to be blamed for some of the past misunderstanding, and for another reason because they are responsible to the owners of the roads, the stockholders, for the prosperity of their properties, and this prosperity can never be restored without the active support of the public.

Regulation by Public Opinion

As you know, everything depends upon the public, because the public has asserted its primary interest in transportation by seizing the reins of regulation that so largely guide railway policies today. It cannot be said that railway managements asked for public regulation of the railroads, but they have it, and they must make the best of it; and I, for one, do not believe that it is altogether an unmixed evil. The railroads are public utilities, common carriers, servants of the people, and I believe it is fitting that the people should have much to say regarding the way they are run—just as I believe equally firmly, on the other hand, that any nation which does not look forward to government ownership of transportation (and our nation certainly does not) should be careful to set a limit beyond which regulation may not go, a limit that will clearly separate helpful guidance from actual confiscation.

As I said, the public rules the railroads. The public assumed this responsibility without understanding; it has, in many instances (as it threatens to do today), asserted this authority in acts which have been directly contrary to its own ultimate

best interests. If we are to have fair and helpful treatment of the railroads, we must have an enlightened public opinion regarding the railroads; development of this public opinion is fundamental to our solution of the railway problem.

Don't think that I talk this way only to gatherings similar to this. I talk about it in railway executives' meetings, to boards of directors, wherever there is a chance to say a good word for a real policy of proper public relations. Inasmuch as the success or failure of the whole investment in the railroads depends directly upon what the public says and does, I do not believe that efforts can be spent in a better way than in acquainting the public with the real facts about the railroads.

Wipe Out Old Enmities

And while you are adding understanding, you must subtract enmity. There is no denying that the railroads have been disliked in the past. There have been two main angles to this dislike. The first has been the general public disapproval of big business and some of its former methods, a disapproval which certainly was not tempered by the misconstruction placed upon Commodore Vanderbilt's often-quoted remark about "damning the public." Now it has but recently been explained by Melville E. Stone, former head of the Associated Press, that Commodore Vanderbilt's remark was made to an obstreperous newspaper reporter who insisted upon interviewing him while he was eating, the reporter insisting that the curiosity of the public would not wait; but for one person who knows this true version of the affair, there are a thousand who believe that the Commodore was expressing the attitude of big business, including railroads, when he said: "The public be damned!" On the face of it, it looks like a challenge, and the anti-railroad agitators of today are as fond of rolling that exclamation on their tongues as any railroad-baiting agitator of the decades past.

Damage Caused by Agitators

These agitators themselves have been the second great cause of public enmity to the railroads. Public suspicion of big business, a perfectly natural thing, has been fanned into flame by office seekers, not only in the past but even today. The railway question should be purely an economic one, but in too many cases it has been made a partisan issue. The railroads command but few votes, while their patrons are legion; and it requires no deep thought by office seekers to decide what attitude toward the railroads is likely to be the popular one. Needless to say, their efforts in many cases have turned passive suspicion into active hos-

tility; wild promises of restrictive regulation, particularly in the direction of lower rates, have been indulged in and many, many times have elected men to office. In some campaigns, it has merely been a question of which candidate could show the most opposition to the railroads.

This condition of which I speak is largely past, although we still have some evidences of it today. The folly of such an attitude, I thought, had been clearly shown by its unfortunate effect on our railroads; and that is why I cannot understand its sporadic reappearances today. The only assumption I can take in this regard is that some of our people either are not interested in having adequate transportation or else are sorely deceived as to the ways to get it. The public must realize that this is the time for a new deal all around.

There are some who are now proposing a return to state control of intrastate rates. They are demanding that railway investors should not be promised or encouraged to expect any reasonable return for the money invested in the development of the railroads. I could give you figures without end to show into what a serious condition this state of mind in the past has driven our railroads today—how the capacity-of-equipment increase has progressively declined, how investors have turned to almost any security except those offered by the railroads, how even the meager return that has been yielded in recent years has been obtained at the sacrifice or postponement of badly needed expenditures for repairs and replacements, until today we find ourselves in a new era of business with a railway plant that would not have been sufficient for even the relatively smaller business increases of the past. Our present shortage of transportation is sufficient evidence of what mistaken railway regulation, inspired by enmity, has done to our national railway plant. It is imperative that we remedy this condition.

Faith Needed for Solution

A proper solution of the railway problem will also require confidence and faith—faith in the future of our country, faith in the destiny of our railroads, faith in the ability of our railway managers. The United States from time to time has taken steps backward, but its general course has been ahead. The railroads of recent years have abandoned more miles of line each year than they have built. Hampered by restrictive regulations, our railway managers of today have been unable to display the genius that spread the iron trails all over the country in the earlier days.

But these adverse railway conditions, let us hope, are only temporary. They are not

to be taken as indications that the day of the railroad is past. From time to time, as new means of transportation are invented or old ones are enlarged, the railroads may come to rely upon them as auxiliaries, but I do not believe that the supremacy of the railroads will be seriously challenged within the lifetime of any of us here tonight. Our country is too big and our highways too soft for motor trucks to be widely successful; the waterways, while perhaps valuable in their sphere, can't serve enough communities; the airplane needs development in safety and capacity. For many, many years to come we must rely upon our railroads as our most important and most vitally necessary agencies of transportation, and in them we must place our faith.

Our country, as at present constituted, was built upon a foundation of railroading. The country's prosperity and the prosperity of its railroads must keep pace. If we have faith in the prosperity of our country—and we could not otherwise be true Americans—we must likewise have faith in our railroads. With fair treatment, there is no physical limit to the service that the railroads can give.

Railway Managers Capable

The destiny of our railroads, in so far as their direction (under regulation) is concerned, lies in the hands of typical Amer-

ican men of business—men who for the most part have worked their way up from the ranks and therefore have a personal interest in the welfare of public, employe and owner alike. There are some who believe that the old days of railway achievement are past, that the withering hands of animosity and over-regulation have removed the romance and prosperity from the railroads; but I am not one of those. I believe that the opportunities for the railroads and those who follow the railway business as a calling are as good today as they ever were. I believe that we have men as executives of the railroads today who are as capable as any who ever headed a railway company, and I look to the American people to see that they get the opportunity to play the part they should in the country's welfare.

As I said, we must take this railway problem, add something to it that it hasn't had, take away from it something it has had a great deal too much of, divide the fruits of the service more efficiently and then multiply the result as often as the country needs railway expansion. Let us add understanding—there are no secrets to keep. Let us take away enmity, which has colored so much of our railway regulation in the past. Let us divide the financial benefits of the railroads so as to bring into railway expansion the new capital so vitally needed.

Our Monthly Roll of Honor

Below is a list of employes retired at the meeting of the Board of Pensions December 1:

Name	Occupation	Years of Service	Date of Retirement
James W. Jones.....	Agent-Operator, Wheeler, Ill.....	17	10/31/22
Oscar A. Schwarze.....	Toolroom Man, Freeport, Ill.....	17	7/31/22
Joseph Parker.....	Section Laborer, Mason, Ill.....	20	8/31/22
Car W. Gabel.....	Foreman, Burnside Shops.....	27	11/30/22
Robert M. Griffith.....	Engineman, Wisconsin Division.....	35	11/30/22
Frank G. Wagner.....	Foreman Blacksmith, Waterloo, Iowa....	36	11/30/22
Carl Roelofsen.....	Carpenter, Burnside Shops.....	19	11/30/22
John Bolt.....	Carpenter, Burnside Shops.....	20	10/31/22

The following deaths of pensioners were reported:

Name	Occupation	Date of Death	Term as Pensioner
William M. Adrian.....	Boilermaker, Minnesota Division.....	10/22/22	8 months
Harrison Jackson (Col.).....	Laborer, (B&B), New Orleans Term'l.....	10/18/22	1 year
Charles W. Anderson.....	Stationary Engineer, Indiana Division.....	10/28/22	8 years
Jacob M. Gaines.....	Section Foreman, Indiana Division.....	11/ 5/22	4 months
Bernard H. Trumbull.....	Commercial Agent, Traffic Department.....	11/ 7/22	9 years
Michael English.....	Crossing Flagman, Illinois Division.....	11/16/22	13 years
Albin Johnson.....	Coal Chute Operator, Wisconsin Div'n.....	10/23/22	4 years
Julius Kahle, Sr.....	Car Inspector, St. Louis Division.....	11/21/22	18 years
Frank A. Rugg.....	Engineman, Illinois Division.....	11/21/22	17 years
Loth Landberg.....	Section Laborer, Minnesota Division.....	11/ 7/22	14 years

Engine No. 1104 Has Maintenance Record

Engineer C. F. Rieger Has Driven His Big Locomotive 127,000 Miles Without Needing Repairs

ENGINE No. 1104 has made the round trip between Freeport, Ill., and Chicago every day since the early part of September, 1919, without receiving even light repairs, according to C. F. Rieger of Freeport, Ill., the engineer who has driven the engine during that time. It has pulled trains Nos. 28 and 15 for a total of more than 127,000 miles.

"A thorough report of all work that was to be done after each trip is what has enabled No. 1104 to make such a good record," Mr. Rieger says. "Every time I arrive at the roundhouse after a run, I inspect all the parts that it is possible for me to inspect, and note on the work slip each thing that should have attention, no matter how insignificant it may seem. The roundhouse force has always been able to do what was needed to be done to the engine before it was to go out on its trip; but if the work had not been reported each time, it would have accumulated so rapidly that No. 1104 would have had to be held for repairs. The roundhouse forces at Freeport and Chicago have given the best of attention to No. 1104, and their co-operation has made the record possible."

Studies Locomotive Carefully

When Mr. Rieger alights from his engine at the roundhouse, he walks around it like a father looking for a tiny scratch on his child. His alert ears during the trip have told him what to inspect first. If he notes that the "music" is going wrong while running, his knowledge of an engine informs him what the trouble is, and he looks for that the first thing. He sees that the wedges are kept up and the rods are keyed up so that the engine will not pound. A pound will drive an engine to the shops quicker than anything else, he says.

No. 1104 was completely overhauled in the shops at Freeport before it was turned over to Mr. Rieger in 1919 for the run between Freeport and Chicago. He says that the efficient work done at Freeport under the direction of W. J. Ormsby, master mechanic, is largely responsible for the record the engine has made. Since that time, its schedule has been as follows: Leave Freeport on No. 28 at 2:05 p. m., arrive Chicago at 5:45 p. m., leave Chicago on No. 15 at 12:40 a. m. and arrive at Freeport at 3:53 a. m. Mr. Rieger is on No. 1104 two days and off one.

Mr. Rieger has many friends in railway



C. F. Rieger

circles. He has been railroading since January 10, 1882, and all but two years of that time have been spent in the service of the Illinois Central. His pleasing personality has clinched the friendship of nearly every railway man he has met during those years. His broad, sincere smile and hearty handshake assure one that Mr. Rieger is indeed glad to form the new acquaintance, and he is a friend from the very beginning. The roundhouse forces are always glad to see him pull in from a run, because he never fails to extend a cheerful greeting and tell them the latest news of their friends scattered along his run.

Became a Fireman in 1886

Mr. Rieger's first railway work was as a laborer on an Illinois Central section at Galena, Ill., a town from which many employes of the Illinois Central came. He worked two years and then entered the service of another railroad. His position with the other railroad was section work, but he remained only two years.

In the first part of January, 1886, Mr. Rieger met George Johnston, an engineer for the Illinois Central, on the street in

Galena. The two men had been friends for a long time.

"I thought you were doing section work," was Mr. Johnston's greeting.

"I was, but I quit and am out of work just now," Mr. Rieger replied.

"I need you as my fireman," the engineer said, and Mr. Rieger accepted. Those were the days when engineers hired and fired their own firemen, and there were many mighty good engine crews on the system, Mr. Rieger says.

Mr. Rieger started firing for Mr. Johnston January 11, 1886. The first day he was given instructions in oiling, cleaning, packing pistons and valve stems, setting up wedges and keying up rods. The firemen did all of that work as well as shoveling coal in those days. The cleaning of an engine was not a small job. Wood burners had not been replaced by coal-burning engines very long, and there were still a few of the wood burners in operation on the Southern Lines. The engines were beautified with brass rods and trimmings, and the brass had to be kept shining.

Made a Passenger Engineer in 1909

Mr. Rieger was with Mr. Johnston for three years and became a passenger fireman. His run was between Amboy and Dubuque. In November, 1892, he was promoted to freight engineer and began work between Freeport and Dubuque. He was transferred to the run between Freeport and Chicago in 1902, and in 1909 he was made a passenger engineer on the same run. He has continued in that service since.

At one time Mr. Rieger's four brothers

were employed by the Illinois Central as well as himself, but at present he is the only one of the family in the company's employ. He speaks in highest praise of the Illinois Central. He says his family comes first, and then he is for the Illinois Central.

There are a few little incidents in his daily life that prove that he has a great love for the system and is always on the lookout for things that he might do for its welfare.

Mr. Rieger went to his grocer in Freeport one day to buy a sack of flour. When he stepped into the store, the grocer introduced him to a traveling man who was there.

"This fellow represents the flour you just asked for," the grocer said.

"He does? How do you ship your flour to Freeport?" Mr. Rieger asked.

When he was informed that the flour was not shipped by way of the Illinois Central, Mr. Rieger told the grocer that he would not buy it. Then the engineer told the traveling man how the flour could be shipped to Freeport over the Illinois Central. The route that he explained proved to be just as good as the one that had been used, and the traveling man said that he intended to ship the flour to Freeport on the Illinois Central in the future. Mr. Rieger bade the two men a cheerful good-day and walked out of the store with a sack of flour.

Active in Soliciting Business

On another occasion, Mr. Rieger learned from a new acquaintance that he was con-



Engineer Rieger and No. 1104

templating a trip to California. The conversation developed the fact that the Illinois Central had not been considered in planning the route, but when the ticket was bought it was over the Illinois Central to New Orleans and another line to California. Mr. Rieger fixed that.

Mr. Rieger says that he never occupies a seat in a well-filled coach when he is riding on a pass. There are plenty of trunks and boxes to sit on in the baggage car, he says. He doesn't want any passenger to get off of an Illinois Central train and spread the news that he was unable to have a seat. It is bad publicity, he says; but when an employee who is riding on a

pass gives his seat to a paying passenger, the incident is long remembered.

September 1, 1922, Mr. Rieger was appointed police and fire commissioner of Freeport by Mayor Stephen. It was the first time that a laboring man had been placed on that board. Mr. Rieger says that the laboring men of Freeport recommended him to the mayor. There are only three members on the board, which acts as a court in the affairs of the firemen and policemen.

Mr. Rieger says that engine No. 1104 is still running good, but that it is beginning to show signs of wear and will have to go in for another overhauling before long.

W. B. Ryan Heads Memphis Traffic Club

By WILLIAM GERBER,
Memphis Terminal Editor

As the climax to a campaign which was attended by all the enthusiasm and excitement of a hotly contested political battle, W. B. Ryan, assistant general freight agent of the Illinois Central System at Memphis, Tenn., was elected president of the Memphis Traffic Club on November 18 last.

The Memphis Traffic Club is an organization with nearly 500 members and includes railway officials, traffic managers of industrial concerns, as well as many high officials in various industries and banking institutions in the territory.

The election of officers conducted by the traffic club at this time far surpassed in interest taken that of any civic club or other organization of its kind held in this city in a long time. The nominees were divided into tickets, one known as the "Red" and the other as the "Blue" ticket. Owing to the fact that Mr. Ryan had rendered such splendid service in this organization, holding the office of treasurer for two years, he was nominated for president on the "Blue" ticket. Headquarters were opened by each ticket in conspicuous locations in the heart of the city, and advertisements and placards of a very elaborate nature were distributed, just as if a great political campaign was in progress. The election was held in the banquet hall of the Gayoso Hotel and was terminated with an elaborate dinner and cabaret performance. Many high railway officials of various lines were present from other cities.

R. J. Carmichael, assistant general passenger agent for the Illinois Central System at Memphis, was the candidate for first vice-president on the "Red" ticket.

"With much regret," he writes, "I must admit that I was defeated at the polls on Saturday night, November 18, at the hour

the Traffic Club's election took place. While I only lost by a few votes, yet in a measure I was handicapped at the start.

"I am the only passenger traffic department representative who was ever mentioned on a Traffic Club ticket here. Ninety-eight per cent of the members are freight men or men associated with the traffic departments of industrial concerns. Naturally their support leaned toward freight department men, thus causing me to be in the minority when support was needed."



LOOKS A LITTLE BIT COOL FOR NOVEMBER



Some of those who participated in the pageant, "Garden of Roses," which was produced November 17 at McComb, Miss., under the direction of Mrs. Donohoo and Mrs. Wilkinson. There were 300 in the entire cast, and about 75 per cent of them were from Illinois Central families. Other views of those taking part are shown herewith.

There Are Fairies at McComb, Miss.



Above are shown Elizabeth, Catherine and Amelia McCarthy, nieces of Nick Salmon, engine foreman, who took part in the pageant at McComb, Miss., November 17.



Four of this group of dancers in the pageant are daughters of Illinois Central employees. They are: 1, Martha Cotton, daughter of Charlie Cotton, engineer; 7, Kathleen Chumley, daughter of C. M. Chumley, roadmaster; 11, Dorothy Day, daughter of George Day, flagman; and 12, Edith Caulfield, daughter of Van Caulfield, engineer. The others in the picture are: 2, Miss Stewart; 3, Ida M. Birdsong; 4, Miss Case; 5, Johanna Heidenreich; 6, Jean Kramer; 8, Nellie K. Holmes; 9, Jane Kramer, and 10, Laverne Holmes.



Marianna McLaurine, daughter of E. L. McLaurine, was queen of the fairies at the pageant. Her picture is No. 1 at the left. The others are: 2, Maude Butler, niece of F. M. Cook, accountant in the superintendent's office; 3, Ida Margaret Birdsong, niece of Michael Harrell of the chief dispatcher's office; and 4, Clyde Travis, son of S. T. Travis, working foreman. Maude Butler was entrance Cupid, and Ida Margaret Birdsong was dancing Cupid.

Memphis Likes Our "Thank You" Stamps

By J. P. MOEWS,
Agent, Memphis, Tenn.

The "Thank You" stamp is bringing comments favorable to our lines. The stamp, which was recently put in use, reads as follows:

"Thank you for routing this shipment via our line and hope our service was entirely satisfactory and that you will continue to specify IC-Y&MV routing when placing orders for future shipments."

Since the beginning of the plan at Memphis of enclosing a slip with this wording with all freight bills mailed to consignees, some firms have written letters commending the idea.

It seems to be a surprise to shippers to learn that a railroad appreciates their business enough to thank them for it. One of our patrons wrote a letter commenting on this courtesy, declaring that this is another incident showing the progressiveness of the Illinois Central and Yazoo & Mississippi Valley railroads. He assured us that he at all times favored our companies, wherever possible.

Another firm wrote in substance: "We received in the morning's mail something we have never seen or heard of before as

coming from a railroad." The writer said he appreciated the Illinois Central System sentiment and service and wanted to assure us that ours was his favorite line and he at all times gave our lines preference.

In addition to these letters, many personal comments have been made. This goes to show that the public is human and that it appreciates our appreciation of its business. I believe that every station, regardless of size, should arrange to use these rubber stamps, placing them on a neat piece of paper and sending them to the consignees whenever possible. The publicity and comments received at Memphis can surely be had at other points.

GETTING IN THE CLEAR

An original mind has creative power which is more than equivalent to a vast store of knowledge, for it can conjure out of the unknown and produce upon demand that which is required without reference to authorities, while the possessor of a memorizing brain stands helpless unless the precise information wanted happens to be upon the tablets of his memory. While a memorizing brain is earning a living, an original mind will win a fortune.—J. HAMILTON MCCORMICK.

Division Official Makes a Hobby of Radio

John Price, Kentucky Supervisor of Signals, Perfects Inventions and Builds Sets in Spare Time

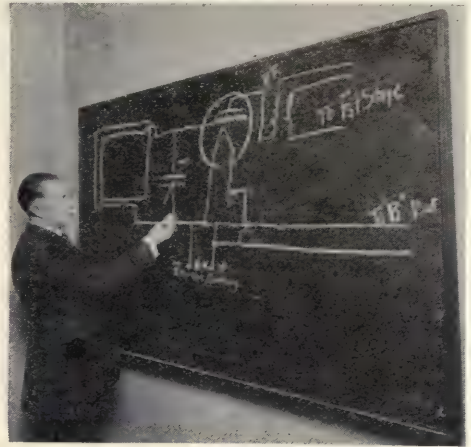
THE novelty of picking concerts, market reports, etc., out of the air appeals to young and old alike. Few persons realize the debt of gratitude that is due to the unknown amateurs who have spent their time and money on experiments that finally resulted in the great achievement of universal radio broadcasting.

The great pioneers of science and invention owe a debt of gratitude to the unknown amateurs. Strangely enough, the thousands of these experimenters are the most fruitful sources of lesser but invaluable improvements in every line of scientific industry—particularly so in the field of radio.

It is in this class of amateurs that we would place John Price, our supervisor of signals on the Kentucky division. Mr. Price began experimenting with radio when he was a boy of 14, built his first complete transmitting set when he was 16 years old, brought out his first invention when he was 22, his second invention at the age of 27, and today, at 28 years of age, has perfected his greatest achievement—the elimination of static in certain types of radio receiving sets.

Can Eliminate Static Interference

This is no small achievement when you consider the fact that static has been the bugbear of radio fans ever since the first radio set was placed in service. Mr. Price has been experimenting with various devices during the past four years in an effort



Supervisor Price illustrating the use of a plate condenser shunted across the connections of a loop antenna for the elimination of static. The sketch shows only the beginning of the circuit. The rest of the circuit is the same as that generally used in the ordinary receiving set.

to eliminate static and now claims that he has perfected a device that will eliminate static interference in the ordinary receiving set.

Mr. Price builds his own radio sets. In the last year he has constructed and assembled six different types of receiving sets.

His latest sets he calls a "universal receiver," as it is so adapted that it is possible to receive both telegraph and telephone signals. During the last two months he has heard radio telegraph stations in Scotland, England, Germany and France, in addition to hearing nearly all of the broadcasting stations in the United States.

He uses two types of antennae, the loop type and the flat top "T"-type with counterpoise. In the flat top he uses four wires, each 125 feet long and sixty feet from the ground and each pointing in a different direction. With the loop type of aerial he



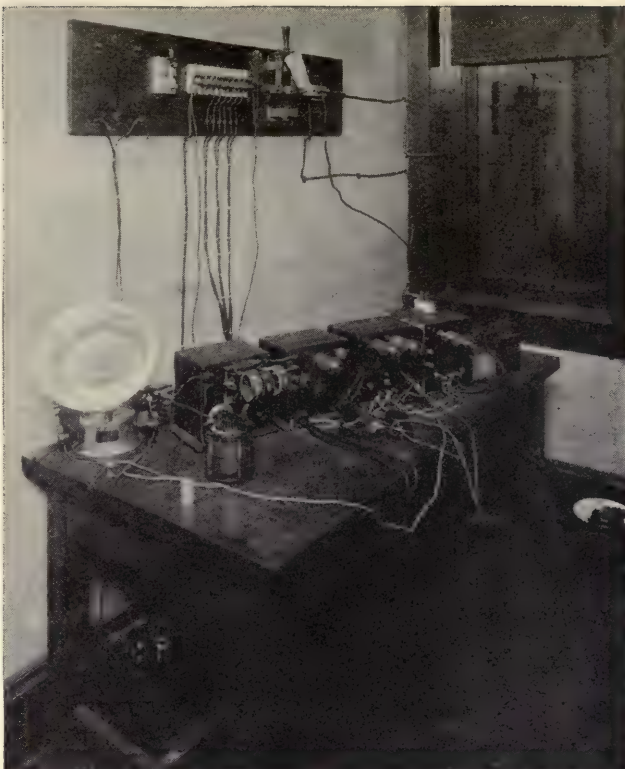
Supervisor Price testing out his sixth radio set

uses a 43-plate condenser shunted across the loop connections, then a radio-frequency amplifier, detector and 2-stage audio-frequency amplifier. The high frequency oscillations are received by the loop and are amplified by the first two. Then follow rectification by the detector tube and finally audio-frequency amplification. Mr. Price claims that with this arrangement static interference is entirely eliminated and that the signals that come in are loud and strong.

Can Obtain Any Wave Length

In the "universal receiver" he uses honeycomb coils instead of the regular tuning coil, or variometer. By using the proper combination of coils he is able to obtain any desired wave length. Slight adjustments on the primary and tickler coils of the honeycomb set result in very fine tuning.

Mr. Price says that the selectivity of a tuned plate circuit cannot be compared with



Interior view of radio room at Central Station, Louisville, Ky., showing "universal receiver" radio set constructed by John Price, supervisor of signals, Kentucky division.



Superintendent T. E. Hill of the Kentucky division "tuning in" on "WGY"

that of a honeycomb circuit that is carefully tuned. When the primary is tuned to the same wave as the secondary, it is very hard to make the tube oscillate, and it is usually possible to put the tickler coupling to maximum and with the primary coupling very loose get very sharp tuning and very strong regeneration, something that cannot be obtained from the ordinary variometer receiving set.

Mr. Price builds his radio sets for the pleasure of experimenting only and does not attempt to sell them for profit. Usually, in making a new set he uses all the parts of the old set, with the new parts added to get some desired effect.

In addition to being a radio fan, Mr. Price has two other hobbies. They are perfect signal performance and educational meetings. In the last year he has conducted several educational meetings among the employes of the signal department on the Kentucky division, and the results are being reflected in the improved performance of the automatic signals on the division. Mr. Price lives in Louisville, Ky., is a member of the American Radio Relay League, the American Railway Association, and is unmarried.

In addition to his inventions in the radio field, Mr. Price is the inventor of a special form of switch box lug used in automatic signal work and an adjustable switch stand tip used to obtain adjustment on switch lamps.

ST. LOUIS DIVISION CHANGES

Superintendent W. Atwill of the St. Louis division recently announced the following appointments, effective October 1: F. E. Hatch was appointed trainmaster, Centralia district (Irvington to Villa Ridge) and Murphysboro district (Texas Junction to Gale Junction) with headquarters at Carbondale, Ill. J. D. White was appointed trainmaster, Madison to Wilderman, including Carondelet district, with headquarters at East St. Louis, Ill. E. D. Holcomb was appointed trainmaster, St. Louis district (Wilderman to Carbondale), Sand Ridge Branch, Carbondale district and Eldorado district west of DuQuoin, with headquarters at Carbondale, Ill. D. H. Miller was appointed trainmaster, Eldorado district east of DuQuoin, West Frankfort branch, Zeigler district, Johnston City district and Dew Main branch, with headquarters at Herrin, Ill.

Becomes Superintendent on the G., M. & N.

Effective Monday, December 18, J. J. Hoeksema assumed the position of terminal superintendent of the Gulf, Mobile & Northern Railroad at Mobile, Ala. Mr. Hoeksema's appointment to this high position came as a surprise to his Illinois Central friends. Up to the time of this appointment he was doing special work for J. F. Porterfield.

Mr. Hoeksema's railway activities extend over a period of fourteen years. He entered railway service at Mitchell, S. D., on the Chicago, Milwaukee & St. Paul as a switchman. Two years later he left the Milwaukee while serving as yardmaster at the same point and entered the Illinois Central service as a brakeman. For the last twelve years he has occupied positions as conductor, yardmaster and car agent. Up until December, 1921, he was serving as traveling car agent out of Mr. Porterfield's office. In December Mr. Porterfield placed him in charge of experiments with the impact register. The December, 1921, issue of this magazine carried an article by Mr. Hoeksema on this machine.

Mr. Hoeksema makes the second Illinois Central man to receive the call of more responsibility on the G., M. & N. in the last two months. The first was Paul E. Odell,

who was appointed vice-president and general manager of the G. M. & N. October 31.



J. J. Hoeksema

Illinois Central Magazine

Mississippi Students Originate "Dad's Day"

*Young Men Arrange Regular Annual Date When
Parents Are Entertained at A. & M. College*

By C. H. WILLIAMS,
Freight Office, Jackson, Miss.

IN the broad expanse of territory reached directly by the rails of the Illinois Central System, there are many institutions of learning. From the modest county agricultural high school to the nationally or internationally famous universities, they dot the land. This is as it should be. Education and development go hand in hand, and it would be of little avail to develop our transportation facilities if we did not at the same time educate the rising generation to operate them or to furnish them with tonnage. From the schools and colleges each year there swarm multitudes of young men and women who must take their rightful places in our industrial life if we are to maintain our commercial prestige.

There is, however, more in the life and teachings of these schools than merely the commercial idea. The principles of religious thought, of political economy, of the wonders and possibilities of Mother Nature, all are inculcated during these school days. Athletics have their seasonal activities. School life is by no means, in these days, a dreary round of lessons only. It is small wonder then that from time to time some school or college develops an idea, modern in its conception, which would hardly have been dreamed of in the days of the little old red schoolhouse.

How "Dad's Day" Was Developed

On the Aberdeen branch of the Illinois Central, at Starkville, Miss., there is located a technical college which ranks with the best in the United States. The Mississippi Agricultural and Mechanical Col-

lege, with its splendid endowment and state and government support, its magnificent and modern technical buildings, its broad acres devoted to experiment and investigation in agriculture, takes front rank among schools in all that makes schools worth while. Its student body comprises fifteen hundred young men from all walks of life, representing almost every creed and many nationalities.

It remained for Mississippi A. & M. College to stage a performance, if you may call it that, in 1921 which was duplicated in 1922 and which will become an annual feature of college life at Starkville. This is "Dad's Day," one of the greatest festivals ever proposed by college boys and carried by them to successful completion.

A few students at A. & M. one day in 1921 conceived the idea that it would be not only kindly but helpful to invite their fathers to visit the college during the active school year and to see for themselves just how their boys were housed, fed, educated and entertained. These boys knew that they were making good use of their time, that they were faithfully carrying out the promises which they had made to those at home when they left for college, and they sincerely desired that their "home folks" might see how they lived and studied. They also desired to furnish some typical college entertainment for their dads after they had made the journey to the school. Perhaps it was in fear and trembling of their big school-boy idea that they broached the subject to the college authorities, but if they had any doubts as to the attitude of the president and faculty these doubts were



Lee Hall, administration building, Mississippi A. & M. College, Starkville, Miss.



New Engineering Building, Mississippi A. & M. College

dispelled at once. Not only did the boys receive permission to issue the invitations and prepare the entertainment but the authorities assisted them in every possible way and gave official recognition and support to the plan.

Life of the College Exhibited

It was decided to hold "Dad's Day" late in November, when the college work was in full swing and when it was not yet too late to entertain the Dads with a genuine football game. The invitations were issued, and although the time was short and it was an event without precedent, 225 dads journeyed to Starkville and were entertained for two days with military displays, college pranks, athletic events, debates, exhibits of mechanical and agricultural progress. It was an education as well as a relaxation for the parents, as they were given an opportunity to see the study rooms in action and to inspect every detail of the college buildings. The entertainment was voted a success, and every dad begged that it be repeated.

This year "Dad's Day" was celebrated again on Saturday, November 25, while the preceding day was devoted to exhibitions of progress. Five hundred and forty dads and mothers came to the college for these

two days. They were royally entertained, fed, housed and sent home happy. Many of the visitors were employes of the Illinois Central, whose sons are students at A. & M. College, and many of these same students will eventually enter the service of the Illinois Central System or go into business along its lines.

Idea Believed to Be Original

The idea itself, so far as I know, of "Dad's Own Day" is original with A. & M. students. There may have been other times and places when small groups of parents came to some college as an investigating committee or on a sight-seeing trip, but I believe this is the first time that an entire college was ever turned over to its students for two days in the middle of a semester that they might prove to their fathers that their college was as splendid in every way as they believed it to be. The idea was born in loving hearts; the boys wanted to show dad that they were proud of him, and they wanted to entertain him. It is such exhibitions of heart and mind that make some colleges strong in morale, although they be not the largest or the most heavily endowed. It is because the idea is so novel, so sincerely lovable, so wonderfully carried out, that it seems worth while to write of



New Chemistry Building, Mississippi A. & M. College

it to the world at large as reached by our magazine. It might not be out of place for other colleges to adopt this plan, to install such an annual celebration as "Dad's Day," which is a really, truly "play-day" with many sensible and educational features included.

There cannot be too close a comradeship between the boy and his father, too sincere a relationship not only of blood but of heart and mind. When a boy is willing to exhibit himself to his father as he really is while

at school and is sufficiently proud of that same father to want to introduce him to all of the other boys, it seems to me that we have the ideal relationship between father and son.

Whether any other institution follows the example of A. & M. College or not, it is certain that "Dad's Day" has become an annual affair at Starkville and that no dad who has ever attended one of these delightful college celebrations will willingly miss another.

The Attractions of Miami, Fla., Analyzed

Miss Florence McShane, our Indiana division editor, recently asked Passenger Conductor E. W. Bromley to write for the magazine his impressions of the trip he and Mrs. Bromley recently made in Florida. Shortly afterward Miss McShane received a letter from Mrs. Bromley, and here we have the views of both Mr. and Mrs. Bromley on one city which our passenger department advertises as being worth a trip to Florida—naturally over Illinois Central System rails.

When one thinks of Southern cities, one imagines a quiet and restful atmosphere, but not so Miami—everyone is on the alert; everybody is smiling, happy and busy. Everywhere one looks buildings are going up: 10- and 12-story buildings are climbing skyward; just a few more years and this city will be a Chicago of the South.

And, of the beautiful palms and foliage, words are too feeble to express their great attractiveness and beauty! There are three species of palms—date, cocoanut and royal. The cocoanut, to a Northerner, is a constant source of delight as he gazes upon the huge bunch of cocoanuts, from the size of an apple to the full-grown nut, but the most wonderful palm is the royal. As you drive about, you will see avenues of these, and at a distance they have the appearance of concrete posts with a bunch of ferns at the top.

There are many beautiful estates at Miami, among which is the home of William Jennings Bryan, who has kept the original forest surrounding his place. Close by is the home of his daughter, Mrs. Moore. Mr. Cooper, the "Tanlac" man, has one of the largest, and he keeps hundreds of men employed keeping the grounds and golf links in shape. The largest estate is Mr. Deering's. Visitors are allowed to drive through only on Sundays.

Some quaint churches are erected in quiet spots, surrounded by beautiful palms and vines. Just to enter these sacred

places, amid the quiet and beauty of nature, fills one with a reverence for the Being who created life and beauty.

But the thing that impressed us most was that great and mighty Atlantic! When one stands upon the shore and sees the movement and hears the roar of those white-capped waves, as they gradually come in from afar and break at one's feet, one may well exclaim: "God is in the heavens, and all is well!"

When one is tired and worn with the cares of life that beset, I can imagine nothing so soothing as a quiet spot and the murmur of the waves lulling one to rest. One feels, "Begone, dull care"—life starts anew.

A few Seminole Indians live in the Everglades. They do not care for civilization in its full sense. One time, so the legend runs, an Indian maid sat on a log, making coquettish eyes at her lover (as maidens were ever wont to do), and he, looking at her, said: "How pretty you are!"

She blushing replied: "My, am I?"

Hence, the name of this Southern City.

There is an intoxication (of joy) in the air down there that changes one's views, and he wonders if he is quite as sane as when in the North. Everything is looked at with a different viewpoint, and you see visions and dream dreams of wealth and happiness to come. Let us pray that they may all come true.

Their slogan is "Miami while you live—heaven when you die!"

THE GENIUS

All the genius I have lies just in this: When I have a subject in hand, I study it profoundly. Day and night it is before me. I explore it in all its bearings; my mind becomes pervaded with it. Then the effort which I make the people are pleased to call the fruit of genius. It is the fruit of labor and thought.—ALEXANDER HAMILTON.

Our London Office Is in Historic Setting

Located on Leadenhall Street, a Famous Business Thoroughfare; Bombs From German Zeppelins Fell Near, During the War

By DONALD ROSE,
European Traffic Manager

THE London office of the Illinois Central was first opened in May, 1904, at 153 Leadenhall Street, one of the best known business thoroughfares in London. The office is within three minutes' walk of the Baltic Exchange, the leading shipping center in London. It is also within three minutes of the Royal Exchange, the home of the famous Lloyds Insurance, and the same distance from the Bank of England.

The location of our office in one of the finest office buildings in London, with quarters specially arranged for us in the plan of the building, was made possible by our holding a 6-year lease when the owner decided, in 1912, to tear down the old building and erect a modern structure. We declined to surrender our lease or move unless provisions were made for our office on the ground floor in the new building.

By direction of the United States Railroad Administration our office, with all other American railway offices in Europe, was closed in June, 1918. On re-opening in May, 1920, we took temporary quarters in Princess Street, since our former office had been leased by a Japanese bank. In January, 1922, however, this office was again obtained, and we are now located on the same site where we opened up in 1904.

Germans Bombed Near Office

In 1914, when the war began, we had a good map of the Illinois Central System on the large window. Throughout the war, as is well known, the Germans bombed London with Zeppelins and aeroplanes, coming over sometimes as often as three or four times in one week. The only day raid was at noon in June, 1917, and one of the most destructive bombs was dropped on the street within one hundred feet of our office. Every window in the block was broken, and the largest piece found of our window was one about five inches square. As ample warning was given of the Germans' approach, all occupants of offices hastened to the cellars until the "all clear" signal was given after a suspense of two hours. No one was killed in our vicinity.

In addition to being one of the busiest streets in London Leadenhall Street has an interesting history.



Donald Rose

Leadenhall Street is so called from "Leaden Hall," a large and ponderous looking mansion inhabited about 1309 by Sir Hugh Neville and afterward the residence of the late De Bohuns, earls of Hereford. In 1408 it was purchased by Whittington, lord mayor of London, who presented it to the corporation, and in 1445 Sir Simon Eyres, citizen and draper, established here "of his own charges" a public granary of square stone, with a chapel at the east end. In this chapel a few years afterward was founded a fraternity of sixty priests, besides other brethren and sisters, whose duty it was to perform divine service every market day for the edification of the persons who frequented Leadenhall Street.

A Desolate Place in the Plague

Defoe, speaking of the desolation of this populous part of London during the plague, observes: "The great streets within the city, such as Leadenhall Street, Bishopsgate Street, Cornhill and even the Exchange itself, had grass growing in them in several places. Neither cart nor coach was seen in the streets from morning to evening except some country carts bringing beans or peas, hay and straw to the market, and of these but very few compared to what was usual. As for coaches, they were

scarce used but to carry sick people to the pest houses and to other hospitals, and some few to carry physicians to such places as they thought fit to venture to visit."

It was at the King's Head Tavern, which stood until recently on the north side of Leadenhall Street, that the conspirators in Sir John Fenwicke's plot in the reign of William the Third were accustomed to hold their meetings.

On the north side of Leadenhall Street, on the site of what was once a cemetery of the Priory of the Holy Trinity, stood the interesting church of St. Catherine Cree, so called from its having been dedicated to St. Catherine, an Egyptian virgin, the word "Cree," or "Christ," having been added in order to distinguish it from the other churches in London dedicated to the same Saint. The original structure, which was of great antiquity, was pulled down and rebuilt in 1107. With the exception of the tower, it was again rebuilt, as it now stands, in 1629—according to some accounts under the direction of the great architect, Inigo Jones. The interior of the church presents a singular appearance from the strange mixture of Gothic and Corinthian architecture.

In Leadenhall Street, opposite the East India House, in 1803, was found the most magnificent Roman tessellated pavement yet discovered in London. It lay only nine and one-half feet below the street, but the third side had been cut away for a sewer. It appeared to have been a floor of a room more than twenty feet square. In the center was Bacchus upon a tiger, encircled with three borders (inflections of serpents, cornucopiae, and squares diagonally concaved), with drink cups and plates at the angles. Surrounding the whole was a square border of a bandau of oak and lozenge figures and true lovers knots and a 5-foot outer margin of plain red tiles. The pavement was broken in being taken up, but the pieces were preserved in the library of the East India Company.

A curious old English crypt was found in the garden at No. 153, which is our number. London history reports that a monastery was located on our site.

Lovers of Dickens will be interested to know that Captain Cuttle of *Dombey and Son* was said to have had a branch store on the site, and Dickens frequently visited the character who is represented by Captain Cuttle.



Our London office, 153 Leadenhall Street, with Mr. Rose inside window

This Man Proves His Faith by His Works

An Illinois Central Employee Offers Plan for Saving; Has Obtained Business for the Company

By A ROAD DEPARTMENT EMPLOYEE

AS I write this, I am reminded of an article I read in a newspaper recently to the effect that there were 1,300,000 persons out of employment in Great Britain, one of the best governed countries in the world. Starvation is facing many other nations, while we stand out as an example of possibly the only country at the present time enjoying real prosperity. Every one of our citizens who desires employment has it, and we are even confronted by a shortage of labor.

I thank God for the blessing of being an employee of the Illinois Central System, the best in the world. I challenge any man to find an employee working for him who would not rather work for the Illinois Central than for any other railroad. When all employees of the Illinois Central become interested to such an extent that they are worried over waste, we are going to pile up a dividend for this railroad which we have not heard of before. Co-operation is what we need. We have some, a good deal, but we need more of it.

Now, I am not going to offer any advice, for I am not capable of doing so; neither am I writing this letter for notoriety, and consequently I am not going to sign my name to it. However, I will say that if any reader has a better plan than the one I am going to offer for reducing waste, I will follow the lead and be glad to do so.

What General Saving Would Mean

The Illinois Central has approximately 60,000 employees. If each employee would save for the company next year the small amount of \$20, all of us would save for the company \$1,200,000, and there is not an employee working for the Illinois Central who cannot save his share. I would be ashamed to admit that I could not save for the company that amount or even more. There are many ways in which this can be done—economizing in time; saving and protecting property; boosting, instead of knocking the business; soliciting business, both passenger and freight, when it is opportune to do so; and, finally, by judicious application of material.

I am now going to speak of the \$20 money that can be saved in the road department, for I am a member of that department:

1—As to economy in time. If a track laborer who gets 28½ cents an hour loses ten minutes a day for three hundred days

in a year, the loss to the company is \$14.25. We can save that by making it up, if we lose it, and most of us do.

2—We can save a lot of time and lawsuits by protecting the company's property from loss by fire and taking care of it otherwise to prevent loss.

3—By boosting the railroad for which we work, we will command the respect of the public and get business for the road. No man has any respect for an employee he hears continually knocking the railroad that he works for, but you might be surprised to know how much business one can get for the company if one never loses an opportunity to try to obtain it. An employee need not be timid about asking business men for their support, for they like to see employees looking out for their employer's interests.

Personal Experience in Solicitation

If you will pardon a personal reference, I will tell you about a little experience the writer had soliciting business two days for the Illinois Central, after working hours. I got six carloads of freight for the Illinois Central, and instead of meeting with rebuffs, as some might expect, I had the opposite experience. The first man I approached was Mr. Morris, a large stockholder and manager of the Yazoo Cooperage Company of Yazoo City, Miss. I was in my overalls, just as I had been at work. He looked at me in surprise, but gave me for the company two cars of freight which he was shipping into Canada and routed them as far as he could over the Illinois Central. He furthermore said some very nice things about the Illinois Central and has never lost an opportunity since to speak to me when we meet.

Mr. Brister of the Yazoo Grocery Company gave me a car of flour which he had shipped from Missouri, and not long after that he offered me a lucrative position in his wholesale grocery store. Mr. Stout of the Producers Oil Mill, MacGraw-Curran Saw Mill and Lumber Company, also Lyon Brothers of Belzoni, gave me a car each.

It was in the lobby of the Grunewald Hotel in New Orleans one day last summer, I met a man who was connected with a large manufacturing company in the east. After talking with him a while, I asked if he could not give some of his business to the Illinois Central. He asked me who I was, and when I told him I was a laboring man he expressed some surprise and re-

marked that it was rather unusual to see a laboring man soliciting business for a railway company. He then told me that his business was a long way off, but that he sometimes rode on our trains; so I asked if he would not use them as often as was convenient in the future.

I was in a barber shop in New Orleans recently and heard a man boosting the Illinois Central and its officials. I do not know his name, but learned that he was an engineer, that he "has the best engine on the road, his master mechanic does everything just right, the Illinois Central is the best railroad in the world, and he never expects to work for any other." That was about the substance of his conversation, and I thought it a mighty good example for the rest of us to follow.

Another Possibility of Saving

I believe that by closer inspection and by using good judgment we can save 150,000 cross-ties for this company in the next year, or about 10 per cent of what we generally use. By so doing we can save ten per cent of the time necessary to put them in the track. I was on a train of a certain railroad not long ago in company with another foreman, and we were looking as we passed along at some work being done. I remarked that if all the new ties being put down were taking the place of rotten ones, I did not see how the trains had got over the tracks. The foreman was familiar with conditions before the ties were removed, and he said that in his judgment they were taking out too many ties. These foremen could probably save that company \$50 a day by using better judgment.

This criticism is not intended as a knock on the Illinois Central, as my observations are not confined to this railroad, but as a matter of fact, in any business so colossal as a great railway system there is great waste in the aggregate. These are the things that we should look after, and the man in overalls has the greatest opportunity to help his boss and his company.

But someone may say that our wages and working conditions are not what they should be; so why should I be concerned about the Illinois Central System? It is not my purpose to discuss that subject at all, except to say that inefficiency and disloyalty do not constitute the road to success and, furthermore, that we have our railway officials, the United States Railroad Labor Board and our brotherhood officials to settle those troubles for us. Let them do the arguing, and let us do the work.

Talking of co-operation is a good thing, but nothing brings better results than to turn the light on what a fellow is doing, make a comparative report and send it out

to everyone concerned. Have a daily record kept of the cost of each section. If another gang besides the regular section gang works on a section, let the report show on what section that gang worked that day; at the end of the year, or monthly if you please, make a comparative report of what it costs to keep up every section on a division, and I believe you will see an improvement. Every man will be thrown on his own initiative, and his manhood will assert itself.

HE'S NOW A JUDGE



P. J. Nelson, our local attorney at Dubuque, Iowa, was chosen judge of the Dubuque County district court at the November 7 election. Mr. Nelson was born in Jackson County, Iowa, February 18, 1862. He received his early education in the rural schools of Jackson County. He then entered what is now known as Campion College at Prairie Du Chien, Wis., and after completing his studies at this college he entered college at Watertown, Neb., a preparatory school for Notre Dame. He then entered Notre Dame University to study law and was graduated there in 1888. He was admitted to the bar in Indiana in 1888 and in Iowa in 1889. On January 1, 1913, he was appointed local attorney for the company at Dubuque by Judge Blewett Lee.

If you don't think co-operation is necessary, think how little use one-half of a pair of scissors would be.—*The Night Watchman*.

Home Builders Along Our Southern Lines

*These Illinois Central Employees Have Found
Owning Their Own Domiciles Worth While*

IN 1897—twenty-five years ago—a young man and his wife moved from East Mississippi to Jackson, Miss., the state capital. The young man got a position in the road department of the Illinois Central Railroad. He was soon promoted to section foreman. As a result of hard work and strict attention to duty, this young man—L. B. Agnew—was given supervision over all the tracks in the Jackson yard of the Illinois Central.

Mr. and Mrs. Agnew realized that to do something, to be something in the city in which they lived, they must own their own home. They bought the lot and, by thrift, saved enough to enable them to go to the Building & Loan Association of Jackson and borrow enough to help them build their

home. With a monthly payment of only \$22.73—less than they were paying rent—the home was paid out many years ago.

After eighteen years of continuous service for the Illinois Central, Mr. Agnew died July 29, 1915. The home was not paid out, but Mrs. Agnew shouldered the burden, carried on, paid out the home, reared the family. The young men are making good in various capacities in Jackson.

And then, not so many years ago, M. M. Johnson, a young man from South Mississippi, came to Jackson. The only work he could find was as a helper in the Illinois Central roundhouse. Then he made a step to the American Railway Express office at the Union Station. He was then placed in the ticket office at the Union Station.



The Agnew home



The Johnson home



No. 1, M. M. Johnson; No. 2, Master Roy Johnson; No. 3, Mrs. Ruby Johnson; No. 4, Mrs. L. B. Agnew.

Then, when Mr. Johnson and Miss Ruby Agnew married, Mother Agnew saw to it that they started in to own their own home. They did as mother did—came to her old association and had the secretary, W. O. Rea, work out a plan which, with \$30 a month paid to the association, they would be debt free and own their own home in sixty-one months.

So the two photographs of these happy homes shown herewith prove what thrift will do.

Ask Mr. Johnson what is "the easy way" to own your own home. If you can get it out of him, it will be: 1. A hard-working, honest, steady, industrious husband; 2. A thrifty, economical, loving wife, willing to make the necessary sacrifices.

This double header is always on time with the monthly payment to the Building & Loan Association, besides laying by a little sum each month in the association's investment shares for the education of the children and a fund to protect and care for themselves in their old age. They feel that they are following out the best plan of thrift.

Home owning is popular among employees of the Mississippi division. Here is the testimony of H. G. Bernreuter, bridge and building foreman, Aberdeen district, living at Kosciusko, Miss.:

I began work for the Illinois Central in 1901 in the bridge and building department, working as flagman, fireman and engineer on a pile driver. I was then promoted to assistant foreman and have been a bridge and building foreman on the Aberdeen district since 1906.

I came to the Mississippi division from a



Home of H. G. Bernreuter, Kosciusko, Miss.

farm near Greenville, Ill., in 1901, intending to go back some day, but I married "the sweetest girl in Mississippi," and the officials of the Illinois Central treated me with such kindness and my connection with it became so pleasant that I found it more difficult as the years went by to carry out my intention of returning to my old home in Illinois.

Having lived in Kosciusko ten years and having so many friends there, I decided to build there the home I had planned on so long. As there were eight in the family, besides my wife's mother, we decided to build a large house. It contains nine large rooms and, in addition, a sleeping porch, halls, baths, etc. The total cost was \$7,000.

I wish to say in this connection that if employes of the Illinois Central or any other road will save their money and build homes, there will be less strife, for the man who figures on having a home and has six children hasn't any time to quit work.

Shown herewith also is the home of J. S. DeMarchi, engineman, Water Valley, Miss.

Mr. DeMarchi began work for the Illinois



Home of J. S. DeMarchi, Water Valley, Miss.

Central in 1889 as a fireman. He was promoted to engineman in 1895 and has been in continuous service since that date. He is now on local freight service between Water Valley and Durant, having his lay-over at Water Valley on Sundays. Mr. DeMarchi is an employe who loves his home and family, and with this in mind he purchased a second-hand residence in Water Valley and had it remodeled under the supervision of himself and Mrs. DeMarchi to suit their own ideas. This home is now one of the prettiest in Water Valley. Mr. DeMarchi has a wife and one son.

Renewed Interest Shown in Mattoon Shops

By W. A. PAXTON,
Machinist, Mattoon, Ill., Shops

A great forward impulse for efficient work has come to the mechanical department of the Indiana division with the important additions to equipment which have recently been installed. The new machines give great added power to the thirty-five machinists who receive and handle from thirty to thirty-five engines daily. The new appliances include an 18-inch engine lathe, a milling machine, a turret lathe, a 600-ton hydraulic wheel press and a boring mill. The air and injector room has also been equipped with new lathes. All are electrically driven, a wonderful improvement on the old-time motive motor of steam. The new devices replace an obsolete hydraulic wheel press that has been in active use for forty years and a boring mill that has seen nearly a third of a century of use. Work is made easier, and from now on all the work will be done in the shops.

The local organization of the Illinois Central System Association has been installed, with effective organizations among the six shopcrafts, including the machinists, the

boilermakers, the blacksmiths, sheet metal workers, electrical workers and the carmen, each of which has its local officers. The machinists have the following officers. C. W. Sprague, president; C. F. Adams, secretary and treasurer; G. F. Troxall, general chairman, with W. A. Paxton, G. F. Troxall and C. F. Leach as trustees. The grievance committee includes W. L. Reams, W. A. Paxton and G. F. Troxall.

From monthly dues of 75 cents for each man in the service, a fund is being accumulated which will give benefits in the event of illness or death. Forty cents of the dues is kept for the local treasury, and 35 cents goes to headquarters. The members of the working force of the Illinois Central are one great family; the interest of the system in its members is continuous. It is appreciated and felt. Nowhere is the appreciation keener or more alive than in Mattoon.

Some employes are more anxious to be profit-sharers than profit-earners. — *The Watchman.*

He Saw Our First Train Arrive in Kankakee

*Dr. Benjamin F. Uran Was 5 Years Old
When Operation Began on Line From Chicago*

THERE is now living in Kankakee, Ill., a man who distinctly remembers the first train which reached Kankakee over the newly constructed line of the Illinois Central Railroad in the late summer of 1853. This man, Dr. Benjamin Franklin Uran, was then a boy 5 years old.

"It was a tremendous occasion for me," he says, "that first sight of a railway train. It made an impression upon my childish mind which remains indelibly clear and vivid to this day. It was in the early morning of a day in late August or early September. The train could be heard approaching from a long way off. There was a prodigious clanking and jangling and puffing, vastly different from the smoothly gliding, almost noiseless perfection of movement one observes in the modern limited passenger trains which come and go through Kankakee scarcely noticed at all hours of the day and night. I remember that my father held me on his shoulder so that I might get a better view of the wonderful locomotive belching smoke and steam. It is my impression that my mother also had never seen a train before, but my father had—he had actually ridden on trains back in the East."

Doctor Uran Born in 1848

Doctor Uran's mother came to Fort Dearborn (on the site of what is now Chicago) in the spring of 1829. Afterward, with Doctor Uran's father, the family settled in Kankakee County, where Benjamin was born January 26, 1848. The land upon which the city of Kankakee now stands originally was owned by Francois Bourbonnais, who obtained it from the Government after the removal of the Indian owners. Bourbonnais was a French-Canadian. He owned two sections in the valley which was then covered by a noble forest of oak trees. His wife, Catische, a full-blood Pottawatomie Indian, also owned a section of land, and their children, who were numerous, likewise owned tracts in the valley.

The Pottawatomie tribe once occupied the rich valleys of the Kankakee, Fox, Desplaines and Rock rivers. By the great treaty of Camp Tippecanoe, in 1832, the tribe was paid \$100,000 in cash for its holdings and given a vast country comprising about 11,000,000 acres in western Iowa.

Doctor Uran recalls when big parties of these Indians would return to the valleys in the spring to camp and spend many

weeks on the old familiar hunting grounds they had formerly occupied.

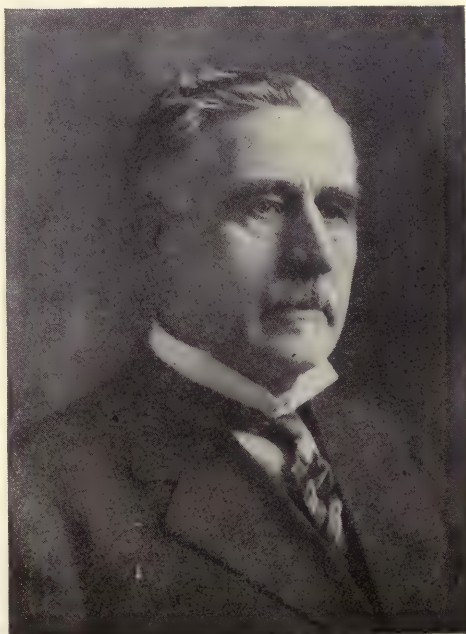
"They would come driving their ponies in single file, with their dunnage tied to a sort of drag attached by long poles. When the withes or thongs which formed a breast harness on the ponies cut into the flesh, it was deemed the work of evil spirits, and the squaws would beat the poor animals cruelly to exorcise these bad spirits."

As time went by the country became more thickly settled, and the Indians gradually ceased their annual migrations.

Indian Influences on Road's History

The early history of the Illinois Central Railroad was more or less intimately associated with Indian influences. A number of the station names on the line preserve the ancient nomenclature of famous Indian characters. Manteno (Man-de-no) was the name of a daughter of the elder Francois Bourbonnais and his wife Catische. Peotone (Pe-o-ton), Gilman and Onarga (On-ar-ga) were sons of the old Frenchman. Monee (Mo-nee) was the daughter of Francois Bourbonnais, Junior. Ashkum (Ash-kum) was the name of a chief who married a sister of Catische.

There is perhaps no person now living



Dr. Benjamin F. Uran

who has a greater knowledge of the unwritten history of Indian tribal customs and leaders in Kankakee and Iroquois counties than Doctor Uran. When a boy he ranged over the valleys and ridges where these peoples had lived. He speaks familiarly of the sites of their villages and long-forgotten battle-grounds. One of the latter lies on a plain about ten miles west of Kankakee. Here was fought a bloody engagement between the Pottawatomies and an invading host of Iroquois from the north somewhere about the year 1816. The Iroquois force was practically annihilated, according to traditional accounts.

Recalls Indian Burial Ground

Doctor Uran himself has traversed many times the ridge where braves who fell in that battle lie buried. The graves were once marked by cedar posts inscribed with red paint. A remarkable fact, Doctor Uran says, was that some of those posts were still to be seen when he was a boy, with their vivid markings intact. Doctor Uran questions whether any paint of this day would endure through the weather ravages of nearly half a century.

Doctor Uran relates an incident connected with the death of Shau-wa-nas-see, a chief of the Pottawatomies, who died near Kankakee in the year 1838. As the end drew nigh, the old Indian called his people about him and asked that, when he had passed out on the long trail, his mortal remains should not be buried underground. This wish was respected, and the body was placed sitting in a structure built of split logs 4 by 4 feet in lateral dimensions and 4½ feet high. The feathered regalia of the dead chief bedecked him, his rifle stood at his shoulder, his bow and quiver of arrows lay across his knees.

Various stories are told of what afterward became of the bones of Shauwanassee, but Doctor Uran declares that the true tale is as follows: The skeleton was taken to Chicago in the '50's and was mounted on wires. For many years it hung in the office of Professor Daniel Brainerd, a famous surgeon of those days. Dr. C. W. Knott, of Kankakee, who studied in Chicago, often declared that he had pored over his anatomy texts under the brooding shadow of the Indian chief's hovering spirit.

Line Built to Kankakee in 1853

The Illinois Central line was built as far as Kankakee in the autumn of 1853. The following year the bridge across the Kankakee was completed and the line was opened to the south. Doctor Uran says that some prejudice was exhibited toward the railroad, which was constructed prin-

cipally with British capital, by settlers because of the native antipathy toward anything English in those days.

Today Doctor Uran is hale and hearty at the age of seventy-four years. He is still active in the practice of his profession. For relaxation, he sometimes delivers an address on the early history of Kankakee and Iroquois counties, upon which he is a recognized authority. Last March he spoke before the Chicago Historical Society on this subject.

[Doctor Uran reports that the woman for whom the village of Monee was named was a daughter of the junior Bourbonnais. In an article in the *Illinois Central Magazine* for October, 1922, District Attorney Drennan referred to a letter purporting to have been written by a granddaughter of Monee, in which it was declared that Monee's father was a Frenchman named Lefevre and her mother an Ottawa Indian.—THE EDITOR.]

OPENING THE CAIRO BRIDGE

M. J. Howley of Cairo, Ill., recently called our attention to the fact that the Cairo (Ill.) *Bulletin* recently carried the following item in a department headed "Cairo in 1889":

"On the morning of October 29, the great Illinois Central bridge was formally opened for traffic. Many Illinois Central officials from various parts of the country were present to witness the structure tested and to make the first trip over it. Among these were President Fish and Vice-President Harriman. The local officials were represented by J. W. Wenger, commercial agent, and J. H. Jones, ticket agent. Nine mogul engines coupled together were sent over together to East Cairo, Ky., where a tenth engine was added, and all were then brought back to the Illinois side. Among the engineers in charge of these engines were M. S. Egan and J. J. O'Connell. Among our Cairo friends who were passengers on the first train were Captain John F. Rector, John Greaney and Byron L. Ellis.

"The measurement of the bridge was given as 10,560 feet; of the Illinois approach, 5,327 feet; of the Kentucky approach, 4,594 feet—a total length of 20,481 feet, or nearly four miles."

One who is witty reasons quickly. Children who have developed reasoning powers to but a slight extent are frequently humorous, but seldom witty. Wit is the offspring of reason; humor subsists upon wit borrowed or original.—J. HAMILTON McCORMICK.

They Find Happiness on an Acre of Ground

The LeGrandes at Mattoon, Ill., Prove That Problem of High Cost of Living Can Be Solved

STANLEY E. LEGRANDE, a foreman in the shops at Mattoon, Ill., is firmly convinced that he and his wife, with the hearty co-operation of their only child, Aubrey, a boy of 17, have solved the problem of the high cost of living and in a most pleasant and agreeable manner.

Three years ago Mr. LeGrande, then a mill machine operator (having since been promoted to the foremanship), decided with his wife that the real solution of providing ample food at a minimum cost lay in the home production of a major proportion of their table supplies. Accordingly, they sold their house in the city and purchased a home with an acre of ground on Western Avenue, Mattoon's most beautiful suburban drive and asphalt road, bordered on each side for a mile beyond the city limits with large maple trees. Being only a quarter of a mile from the city limits, the LeGrandes have all the advantages and none of the disadvantages of living in the city, having electric lights, city water, city telephone, etc., and yet paying "country taxes," a most desirable feature. Both Mr. LeGrande and

Aubrey, a senior in the high school, come home for the noon hour, a part of the time driving the car but more often riding their bicycles.

As soon as they were comfortably established in their new home, the LeGrandes fenced one portion of their ground for poultry and livestock—



Ornaments to any yard



Mr. and Mrs. LeGrande and Aubrey

chickens, ducks, hogs, a cow—another portion for garden products, and another for berries, small fruits, etc. Their fruit trees they planted in the yard.

They immediately set out strawberries, gooseberries, raspberries, rhubarb, sage, horseradish, etc., as well as a number of fruit trees. Their chickens are White Plymouth Rocks; they bought twelve hens and a rooster in March and raised more chickens than they could possibly use that summer. In the fall they selected and segregated thirty of their finest pullets and fed them specially for egg production, feeding cracked corn and a prepared egg mash, with one hot meal a day and warming the drinking water during the most severe weather. The pullets were kept in warm, light quarters, and during the coldest weather, when eggs were retailing at from 60 to 70 cents a dozen, those thirty pullets laid from twenty-two to twenty-six eggs a day. The income from the extra eggs was no small item. The chickens kept for table use and also the white Pekin ducks (for the same purpose) were fed corn exclusively.

For the winter's meat, two shoats were purchased and fattened. The hams and bacon were cured and enough lard made for a year. The rest of the pork was used "fresh." A by-product of the butchering was a year's supply of fine white soap.

The garden has been one of the chief

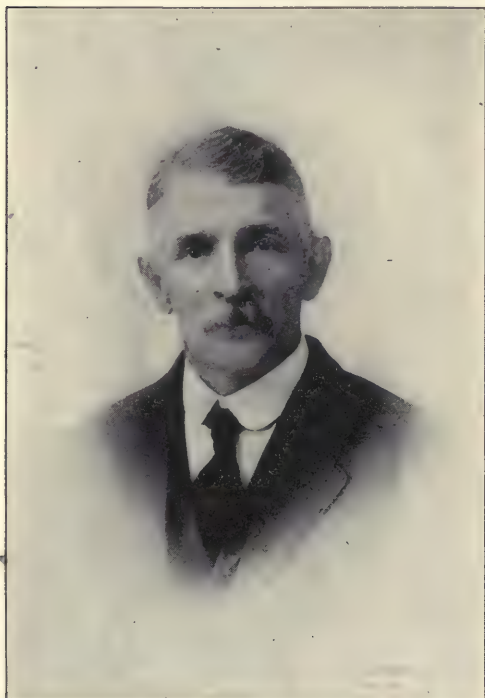
sources of benefit, as well as pleasure. Aside from the plowing and harrowing, Mr. LeGrande and Aubrey have done all the work outside of shop and schoolhouse. Last year, in the fall, they stored for winter use fourteen bushels of potatoes, seven bushels of sweet potatoes, four bushels of large white onions and a barrel of dried popcorn, besides having had all summer all the tomatoes, beans, lima beans, chard, corn, lettuce, beets, cucumbers, radishes, etc., the family could use. In addition to this, Mrs. LeGrande canned two hundred quarts of vegetables, fruits, pickles, etc., all of which, except the blackberries, were produced on their acre. This, however, included the fruit from three peach trees that were on the place when they bought it.

Last but not least of their money-saving factors is their cow, a full-blooded black Jersey. She supplies the table with all the rich cream and milk the family can use, besides which Mrs. LeGrande makes all their butter and cheese.

Of course, the feed for chickens, ducks, hogs and cow is an expense, but, by buying in large quantities, the cost has been reduced to a minimum and is really a negligible amount, when compared with the benefits derived.

Every member of the family has worked in earnest co-operation with the others to produce results, and results have been achieved. Through it all, the LeGrandes have enjoyed life to the full and are more enthusiastic over their plan every year.

Their Golden Wedding on Christmas Day



Mr. and Mrs. John J. Egger

On Christmas Day Mr. and Mrs. John J. Egger celebrated their golden wedding anniversary at their home, 729 South Elm Street, Centralia, Ill. Mr. Egger has been on the Illinois Central pension roll since July 31, 1917, when he retired after a service with the company of 52 years 11 months. His length of service is surpassed by only one other living pensioner.

Christmas Day was the occasion for a

family reunion at the Egger home, with six children and seven grandchildren joining the happy celebrants. Two of the children are members of the Illinois Central System family. Mrs. Louise Burke of Chicago, an extra agent on the Chicago terminal division, has been in the service five years. Her brother, Arthur T. Egger of Centralia, a baggageman, has been in the service more than twenty-five years. An-

other brother, Walter P. Egger of Enderlin, N. D., learned the machinist's trade in our shops at Centralia. The other members of the Egger family are Mrs. J. P. Garvey of Minneapolis, Mrs. A. B. Kaney of Centralia and Harold J. Egger of Chicago.

Mr. Egger was 15 years old when he entered the service of the Illinois Central as an apprentice boilermaker on September 1, 1864. The preceding spring he had come

to this country from his home in Switzerland, an orphan, to make his own way in the world. For eight or ten years previous to his retirement he worked as a boiler inspector.

Readers of the *Illinois Central Magazine* will recall mention in the August, 1921, number of Mr. Egger in connection with eleven other pensioners of the Illinois Central who had seen fifty years of service.

Engineer's Stepson Is Star in Athletics

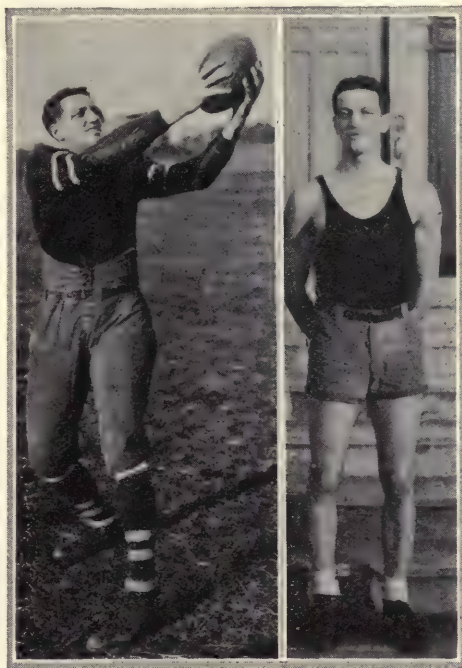
Wilfred Bahr has made a name for himself in athletics at Indiana university during the three years that he has been in school there. He is the stepson of George Rogers, engineer on the Evansville district of the Illinois Central, whose home is at Evansville, Ind.

The football season having closed November 25, basketball is absorbing all the attention of the fans at Indiana now, and young Bahr, who is captain and playing his last year on the varsity team, is expected to lead his quintet through a successful season. Bahr first opened the eyes of the basketball fans at Bloomington, Ind., in 1920, when he played on the freshman team. He was one of the best men on that team, and on more than one occasion the freshmen trimmed the regular varsity team. Because of his exceptional playing throughout the year, he was elected captain of the freshman team.

His first year on the varsity team was none the less flashy, and in almost every game he was one of the outstanding players. As a reward for his fine spirit and high-class playing, he was unanimously elected captain of the varsity for this year. Bahr knows basketball, is an expert dribbler, an accurate passer and can shoot baskets with his eyes shut. In the first game this year, against the Indiana Dental College team, he demonstrated that he is a man to be feared by opposing teams. He scored four field goals and shot seven foul goals for a total of fifteen out of twenty-eight points.

In his sophomore year, Bahr also won a letter in football and played a good game at end in most of the games. He did not play football this season because he wanted to be in his best physical condition and not be crippled for basketball as he was at the beginning of the basketball season last year. He is a member of the Sigma Nu Fraternity.

"Stock in Indiana University's basketball quintet," says a Bloomington paper, "took a big jump with the entry of Wilfred Bahr of Evansville as a regular member of the team and his sensational showing in his



Wilfred Bahr at football and basketball

first game of varsity basketball. The downstate lad was everywhere in the game, quick as lightning and with an eye for the basket which marks him as a 100 per cent acquisition to Coach Levis' five."

Even during his early high school days he starred on the Central High School quintet at Evansville. He is an all-around athlete, participating in football and other sports, as well as in basketball. He was graduated from Central High School in 1918 and is considered one of the best basketball men ever turned out there.

The citizen who devotes his energies wholly in private affairs, refusing to take part in public affairs, pluming himself on his own business, is blind to the fact that his own business is made possible by the prosperity of all.—HERBERT SPENCER.

Served for More Than Third of a Century

Five Veterans on New Orleans Terminal Division Have Records for Long Employment

FIVE employes on the New Orleans terminal division of the Illinois Central System started their railway careers there in the 80's and have been in the service there almost continuously since. Their records range from thirty-five to forty-three years of service.

J. A. Nuss, switchman, started working as a flagman for the Chicago, St. Louis & New Orleans Railroad, predecessor of the Illinois Central, January 22, 1880. F. R. Maloney, fire inspector, became a freight handler at the Levee depot of the C., St. L. & N. O. in November, 1881. J. W. Turner, chief cotton clerk, began handling cotton for the Louisville, New Orleans & Texas Railroad, predecessor of the Yazoo & Mississippi Valley, August 15, 1884. C. T. Seiler, agent at New Orleans, entered the service as a messenger for the Illinois Central agent at the Cotton Centennial Exposition in New Orleans in 1885. T. P. McDonnall, assistant foreman at Stuyvesant docks, started working for the company October 16, 1887.

Started as Switch Engine Flagman

J. A. Nuss, switchman at New Orleans, has been in service at our southern terminal for forty-three years. He started working in the yards at New Orleans as a flagman on a switch engine January 22, 1880.

The Chicago, St. Louis & New Orleans Railroad, predecessor of the Illinois Central, then owned the old Levee yard and the present government yard at New Orleans. Three engines handled the work between the two yards. The Hercules, the largest of the three, was run by John Prendigrest. It was considered a wonderfully large engine at that time, Mr. Nuss says, but it couldn't compare very well with the smallest of our engines of today. The Ajax, with Dick Ford as the engineer, was next in importance, but it could not pull as many cars as the Hercules. John Cousins, father of J. W. Cousins, our superintendent of the New Orleans terminal division, was the engineer on the Nellie Grant, the baby engine of the three. The latter engine was named for former President Grant's daughter. The tender of each of these three engines would not hold more than one barrel of coal, Mr. Nuss says, and the water tanks were over the boilers.

Mr. Nuss was a flagman for three or four years and then became a switchman. He has been in that work since.

Has Seen Banana Business Develop

F. R. Maloney, fire inspector at New Orleans, has watched our banana business develop from its infancy. He says that the fruit shed which was built by the Illinois Central on the river at Thalia Street was the first that was built by any railroad in his knowledge. It was built for the protection of the ripe bananas that were received from the tropics for distribution throughout North America. The shed was ten feet wide and sixty feet long, he says.

Mr. Maloney entered the service as a freight handler at the levee depot in New Orleans in November, 1881. Most of the freight was cotton, he says, and it was shipped on flat cars. The cotton came direct from the gins, was distributed to the presses of New Orleans and then shipped to many parts of the world. The capacity of the largest cars at that time was 24,000 pounds.

Large hogsheads of brown sugar were shipped down the river by steamboat to New Orleans in those years. It was sold at the levee and then shipped by rail to the refineries of the East and North. Such large containers are not used at present, Mr. Maloney says. In his early days the hogsheads would hold from 1,200 to 1,800 pounds of sugar. Molasses and rice were also shipped to New Orleans in great quantities. There were only two outbound warehouses and two inbound warehouses there then, and during the summer months one of the outbound warehouses was closed on account of a lack of business.

Mr. Maloney worked as a freight handler for about two years and was then made a car sealer. Three years later he became a stock agent.

Heavy Traffic at New Orleans

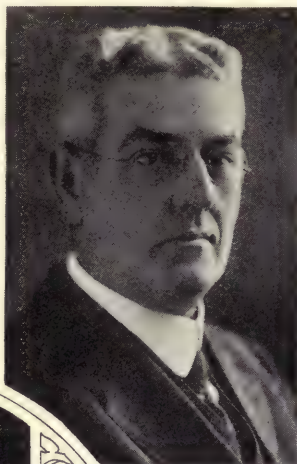
The Illinois Central received a tremendous amount of livestock at New Orleans from Texas for shipment to St. Louis and Chicago. There were never less than three solid trainloads each day, Mr. Maloney says. He was the overseer of the receiving, watering and feeding. There was a stock pen at the Levee yards, one at the government yards and one on the site of the park in front of the New Orleans Union Station. Mr. Maloney says that all the pens frequently would be full, and trainloads of stock would be waiting on the tracks.

Banana shipments began to increase

Veterans of the New Orleans Terminal



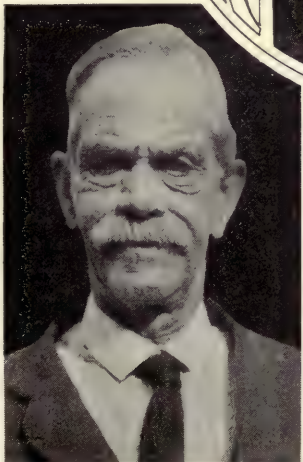
J. W. Turner



C. T. Seiler



Tom M. Donnell



F. R. Maloney



J. A. Nuss

greatly in the early 90's, and at the same time there appeared an increase in losses from cars. Mr. Maloney was appointed banana car inspector. He says that he was probably the first banana car inspector in the United States. Thefts from the cars began to decrease after his appointment.

During the Boer War, England purchased many horses and mules in this country, and most of them passed through New Orleans. Mr. Maloney was placed in charge of receiving these shipments. About 200,000 horses and mules were shipped to South Africa from New Orleans during the two years. Stock pens were erected on every available space in the city, he says. From 1,000 to 1,200 head were placed on each ship.

Mr. Maloney was placed in charge of fire protection at New Orleans after that, and he has been the fire inspector since. Four of his sons have worked for the Illinois Central, and one is now the fireman on a terminal engine.

Has Handled Cotton 38 Years

J. W. Turner, chief cotton clerk at Stuyvesant docks, has handled cotton for the Illinois Central System and its predecessors for more than thirty-eight years. He entered the service of the L., N. O. & T., now the Yazoo & Mississippi Valley, as a cotton clerk on August 15, 1884. His previous experience had been in the employ of various steamboat companies.

Mr. Turner says that he could see that the railroads were rapidly taking the business away from the steamboats, and he decided to make his future secure by obtaining a position with a railroad.

When the Illinois Central took charge of the L., N. O. & T., the compressed cotton was handled at the Levee yards and the uncompressed was handled at the government yard. But business soon increased so rapidly that a more concentrated handling of the cotton business was needed. Stuyvesant docks were then built, and the cotton office was moved there in 1904.

Mr. Turner has been in charge of an average of about 600,000 bales of cotton a year. He has been out of the office on account of sickness only four days during all the years of his service, and he has not lost a day's salary.

Agent at New Orleans a Veteran

C. T. Seiler, agent at New Orleans, proved to the Illinois Central System that he was a reliable young man during the Cotton Centennial Exposition in New Orleans in 1885, and he has been in the employ of the company since that time. He became the messenger for the Illinois Central agent at the exposition and his em-

ployer noticed the great interest he took in his daily work. When the exposition was over, young Seiler was given a position in the local agent's office at New Orleans. He was recommended to the agent as being dependable.

Mr. Seiler was a messenger in the agent's office for three years; then he was promoted to notice delivery clerk. During the succeeding years he held nearly every position in the agent's office, and he retained the knowledge that he gained in each stage of his rise to success. He billed freight, was a statistician, sat at the abstract and export desks, was a receiving and loading clerk at the warehouse and was chief clerk for thirteen years to J. W. Cousins, when he was the agent at New Orleans. The latter position fitted Mr. Seiler to become the agent when Mr. Cousins was appointed the terminal superintendent February 1, 1918.

Began as Laborer in the Yards

T. P. McDonnall, assistant foreman at Stuyvesant docks, entered the service of the company October 16, 1887, as a laborer at the old Levee yards in New Orleans.

At that time freight cars were transferred from the Levee yard to the government yard over a track through St. Joseph Street. When the Illinois Central first came into possession of the property in New Orleans, only twenty-five cars to the train were allowed to be pulled through St. Joseph Street, and a few years later the maximum number was reduced to fifteen. This condition continued until February, 1921, Mr. McDonnall says, when the Belt Line was completed around New Orleans. At present the maximum number of cars to the train on the Belt is ninety.

Mr. McDonnall continued as a laborer at the Levee yard for two years, then was given a position checking cotton at the cotton shed there. After three years he was transferred to the Southport wharf, and he was made the foreman there a year later.

Mr. McDonnall had been at the Southport wharf four years when he was transferred to Stuyvesant docks as the assistant foreman. He has been in that position since.

KNOWLEDGE

He who knows not that he knows not is a fool—shun him.

He who knows that he knows not is simple—teach him.

He who knows, but knows not that he knows, is asleep—wake him.

He who knows, and knows that he knows, is wise—follow him.—*Arabian Proverb.*

Finds Cuba a Good Place for a Vacation

*Mississippi Division Train Baggageman Writes
of Experiences in Our Neighboring Country*

By WALTER TATE,

Train Baggageman, Mississippi Division

AS I have just returned from a seven weeks' vacation spent in southern Florida and in Cuba, the nearest foreign country which does not touch our boundaries, it has occurred to me that possibly my experiences might be of interest to fellow employees.

Southern Florida is almost too well known to mention, although the trip to Key West over the Florida East Coast Railroad, with its marvelous construction, jumping from islet to islet from Miami to Key West, is worthy of note. It seems strange to go to sea on a train; at times one is actually out of sight of land, at least from the car windows.

From Key West to Havana is only a short steamer trip of little more than a night. Havana is quite Americanized, with its wonderful harbor filled with vessels from all parts of the world. However, the greatest interest for me lay in the interior cities, which are still in many ways primitive and where English is not usually spoken. For instance, while I was in Santiago de Cuba I met only three persons who spoke English. Santiago, a city of 70,000, is the eastern terminal of the Cuban Railroad, 860 miles from Havana. I drove over the battlefields of the Spanish-American War to San Juan Hill, and there visited the monument erected to the memory of Hamilton Fish, son of Stuyvesant Fish, former president of the Illinois Central Railroad, who fell there in battle. From Santiago I also went deep-sea and shark fishing out on the Caribbean, sleeping on the open deck under



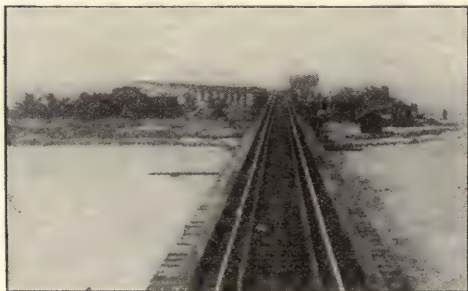
Walter Tate and Cuban sleeping car

the clear tropical skies and roughing it with the small Cuban crew.

The general headquarters of the Cuban Railroad are located in Camaguey, in central Cuba. There are now only two American train employees and two American engineers on the railroad. The express service is operated by the Wells-Fargo Company. The coaches are small but up-to-date and beautifully finished in native mahogany. First-class fare is 5 cents and second class 2 cents per mile. Everyone smokes in the first-class car. Dogs and fighting cocks are allowed. The engines are oil-burners, equipped with electric lights. They have a great deal of brass and copper work, which is kept clean and highly polished. The "buffet boy" peddles beer, rum, lottery tickets, etc., on the train.

I found everything reasonable and many things much cheaper than in the United States. First-class hotel rooms, large and well furnished, cost about half as much as at home, and many other living expenses are cheaper.

This was my second visit to Cuba this year, and it was much more enjoyable than the first, as I had become more familiar



Long Key Bridge, Florida East Coast Railroad, longest in the world. The island is artificial and anchored on a coral reef for convenience of employees.



Morro Castle, seen from steamer



View over Santiago de Cuba



Native thatched huts, Cuba



Residences, new quarter, Havana



Cristo cemetery, Camaquey, Cuba

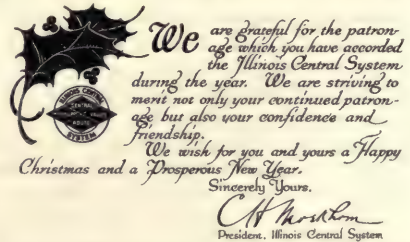
with the customs and of course met many friends from my previous visit. Also I was more familiar with the language, having learned enough to order "eats and drinks" satisfactorily and to recognize the Spanish numerals and values.

Cuba is a most wonderful and interesting country. Outside of Havana, Americans are rare and are shown much attention. However, in Santiago there seems to be a dislike for us, which I presume was brought about by the siege of Santiago in the Spanish-American War, when so many Cubans were killed by American troops. In several instances, when trying to ask natives there if they spoke English, I was answered: "D—— Americano."

In spite of these experiences, which seemed to be purely local, I found Cuba a wonderful land for a visit, with its wealth of tropical verdure and its many fruits which are not exported. The customs are so different from ours that they arouse our interest continually.

The general officers of the Cuban Railroad are all former American railway men, and I cannot speak too highly of their courtesy and kindness. Needless to say, the railroad is excellently managed.

CARDS OF GREETING



Christmas greeting cards bearing the design shown above carried the best wishes of the Illinois Central System to its patrons at the 1922 holiday season. The cards were printed in three colors, red, green and black. Two hundred thousand of them were distributed. Some were given to conductors for distribution to the passengers on their trains December 23 and 24, and each department received a supply.

TWO APPOINTMENTS

Effective November 16, J. L. Weeks was appointed traveling freight agent at Memphis, Tenn., vice A. M. Owen, Jr., transferred to Baton Rouge, La. Effective November 16, Mr. Owen was appointed traveling freight and passenger agent at Baton Rouge, La., vice O. F. Redd, resigned.

Ups and Downs of an Old-Time Tallowpot

'Tis Said That Honest Confession Is Good for the Soul; Engineer Bolian Tells on Himself

By E. J. BOLIAN,
Engineer, New Orleans Division

IT might not be amiss to say a few words, through the magazine, concerning the blunders one will make at the commencement of his railway career, especially in the transportation department. It may be amusing to the readers, particularly railway men, to know that the following has been the experience of the writer:

I entered the service of the Louisville, New Orleans & Texas, now the Yazoo & Mississippi Valley, in December, 1889, as a machinist helper. In a short time I was sent out on a cane run as fireman—not because I had any experience, but, as I afterward concluded, because of the friendship that existed between my brother, who was an engineer, and the general foreman.

As the years rolled by, experience taught me that it is wrong to place a young fellow on an engine as fireman with friendship or relationship serving as his only qualification. It places him in an awkward position and antagonizes the main-spring of the transportation works—the engineer.

No Steam to Waste on Whistling

On this cane run of which I have spoken was an engineer named Louis Corey, a jovial fellow. However, his disposition was soon changed, and I can see now that the fault was not all his own. If automobiles had been in existence at the time, he would have had to buy a Klaxon and ride the pilot approaching public crossings to give warnings — because, poor man, he could not spare the steam to do so.

The first few days I kept the engine cold enough to freeze the flame in the headlight; but ambition was my middle name (and I carried it with pride), and so by the time I was on the engine a week I had regained the friendship of my engineer, because I could then keep the old mill hotter than—well, to make the story short, I did not have to use the blower again. I might add that if I had been one week longer catching on the method of firing the engine would have been shopped for a new blower valve.

The day came when I measured up to the standard of efficiency, and, as I was a young man and like all others, mischievous, there was nothing that could stop me from having a little fun.

One day we stopped at La Place, La., to



E. J. Bolian

take water and to get the orders. In those days the engineer had to sign the train order; so my engineer told me to drop a little oil on the links and pins after I got water. The automatic coupler was unknown at that time. I took the can, went back and dropped the oil—not a little, as he said, but a lot. We didn't have spring cans, either. If I

had the money that was paid out for oil wasted by those old-time cans oiling around and moving the can from one oil hole to another I believe I could retire from the business. A trail would be left on the ground that would—well, as I am only an engineer and not a statistician, I will get back to oiling instructions, with which I am more familiar.

Had to Have More Oil

When I was about half over the train the engineer came out of the telegraph office and called to me, saying, "Let's go."

I answered him by saying, "Bring the other can—I'm only half way."

What he said to me when I got back to the engine would not be at all proper for our magazine; of course, I didn't mind his harshness—I was only having a little fun in my own way—but when he started that mill grinding it didn't take long to realize just how he felt about the matter, because when I got my back straightened up again we were at St. Peter (Reserve, La., now), which was our destination.

After we spent a little while at St. Peter, my engineer cooled down. He saw a young woman with whom he was acquainted standing at the station. She called him and at the same time held up a package. Of course, he was overjoyed and said to me, "Kid, look out for her." Not the woman—Oh no! He meant the engine.

By the way do you know why they always use the feminine gender when speaking of a locomotive? Because it takes a man to handle it, of course.

I started in to do the switching, and as I was pulling out a cut of empty cane cars the engine reached the place where he was

standing talking to the woman. He handed me the package, instructing me to put it in his seat-box. I took it, and when I reached a safe distance tore the paper to make an observation of the contents. What do you suppose it was? A fine sweet potato pie! Now, if there was anything in those days that suited me better, I had not heard of it. I told the conductor, who was as hungry as I was (it's second nature with them), and he told me to run down to the end of the siding; and in about as short a time as it takes to tell about it, that was the end of the pie.

Discovered Loss of His Pie

We tied up at St. Peter that night, took our meals and slept on the train. At supper my engineer did not mention his pie and I didn't dare to. He was in such a hurry to get to a dance that night that it's a wonder that he remembered to eat his supper; but it must have been that he dreamed that night about his pie, because at the breakfast table next morning he let it be known that he had explored his seat-box in search of his pie—and lo, he could not detect even a smell of it. The flagman laughed outright and was blamed for the disappearance. I was not questioned, because my mouth was so arranged that a casual observer could see I wasn't able to eat a crumb. I had satisfied my appetite with some half-ripe persimmons.

That evening we had to go to New Orleans because something was wrong with the tallow pipe. We had two oil cups in the cab. When we wanted to give valves and cylinders some oil, the engineer would shut the steam off, let the engine drift, open up those cups, pour in some oil, then shut the cups and open the throttle. At New Orleans they failed to get the pipes open; so they put a three-quarter globe valve at each steam chest, and when the engineer wanted the valves to have an oil bath it was up to me to get out on the steam chest and, when he would shut off steam, open those valves and give her some oil. He made me do that bathing so often that I began harboring the idea that he was imposing on good nature. (What I meant by good nature is that I probably saved his life by eating that pie; it made me sick—no doubt it would have killed him).

Using an Empty Oil Can

One Saturday night, going south, he made me go out on the steam chest so often to give her oil that I decided to practice economy and went out only with empty cans, not knowing at the time that he could tell that the valves were not getting oil. Nearing New Orleans (in fact, just south of Carrollton Avenue) the valves started jerking.

He put his hand on the side of the reverse lever, and it pinched the finger on which he used to display a little band of gold to let the girls know that his wild ways had been tamed. He talked a whole lot, but his conversation was one-sided and was certainly not to be heard in church. Then he decided to demonstrate his ability as an engineer by saying, "Give me that can." He shut off the steam and went out with the can—a can that was as empty as a lubricator is after a hundred mile run. He didn't do any better than I did; the only difference was that he went out with an empty can and didn't know it, and I went out with an empty can and did know it. While he was out on the steam chest I reached up and sounded the whistle. I was delighted with my new trick. My heart beat so fast that all the starch was knocked out of my overall jacket.

About that time my engineer had made a round trip to and from the steam chest, and if he was not madder than a wet hen, then I am telling them stronger now than I did in those days. He said to me, very forcibly: "Kid, economy is all right when applied properly. If you ever try to economize on an oil can again in the way that caused me to lose my religion, it will be a waste of time and money for you to buy a new cap. You can get your own meaning out of this."

Experience has taught me that cutting an engine short on lubrication is false economy. Lots of good things can be learned from books, but practical experience is what counts.



Carondelet and Canal streets, New Orleans

Makes Friends of Our Kankakee Patrons

Elwin H. Abell, Ticket Agent, Conducts His Business in a Manner That Draws Much Praise

THE individual who stands behind the grated window and sells tickets to the traveling public has it in his power to make a host of cordial friends for the railroad he represents. Many of them do that. Among the ticket sellers of the Illinois Central System there are a great many who are not the cold-blooded, crusty curmudgeons whom some critics of the railroads enjoy describing, but who are very human persons, with a sympathetic regard for the viewpoint of the other fellow. An example of this kind is Elwin H. Abell.

Mr. Abell has been ticket agent for the Illinois Central at the station office in Kankakee, Ill., for about seven years, and he was a ticket clerk there for five years before that. He is one of a goodly host of Illinois Central System employes who daily come into intimate contact with the patrons of the road, who make friends instead of enemies, and whose influence for promoting friendly relations between public and railroad cannot be overestimated. The bread of good feeling that they cast upon the waters returns after many days, and keeps on returning.

A goodfellowship dinner was given December 14 by the Chamber of Commerce of Kankakee in honor of President Markham. In the course of an introductory talk, the Rev. Dr. David Creighton, toastmaster, referred to the deserved popularity and record for excellent service of Ticket Agent Abell and paid a tribute to his personal character and habitual courtesy.

Entered Our Service in 1906

Mr. Abell entered the service of the Illinois Central at Kankakee as a freight clerk May 4, 1906, without previous railway experience. In August of the same year he became baggageman, which position he held until he took on the duties of ticket clerk about three years afterward. Since March 1, 1915, he has been ticket agent at Kankakee.

As a ticket seller Mr. Abell has succeeded in giving the public something besides the transportation it buys. He is uniformly approachable. He radiates cheery good humor. A stranger instantly feels at ease in his presence. Those who know him well say that "he is that way all the time." He has no "off hours." Petty annoyances, critical patrons, impatient and testy travelers—none of these disturb his serene equanimity. He probably has his private opinion of a discourteous and disagreeable



Elwin H. Abell

patron, but it is said that he has never been known to express it. He conceals it behind a smiling face.

Performance of duty is the consideration which remains uppermost in Mr. Abell's mind, and his idea of duty performance is to render real service to the best of his ability. The traveler doesn't have to ask for it. Mr. Abell has had a dozen years of experience selling tickets and a good many more years on top of that studying the well-known but highly erratic human race, and he's wise to what the traveling public is up against. He knows all the problems and anxieties and seemingly terrifying difficulties that confront an inexperienced traveler.

Patrons Rely Upon Him

The people of Kankakee have come to rely upon Mr. Abell. They know they can come to him for advice or information about traveling and get it, accurately and courteously. When he sells a ticket to a distant point on another railroad, he makes out a simple and understandable schedule of train connections along the route, or he may arrange a list of different routings

which are optional with the traveler. Then he will look after sleeping-car reservations, checking of baggage and other details which sometimes bewilder and appall the unsophisticated traveler.

Aged or infirm persons, women and children, the timid and undecided, find their difficulties are not so formidable when they tell their troubles to Mr. Abell. He is an animated bureau of information, and

it is free-running. The public doesn't need to use dental forceps to extract information, and yet he doesn't annoy people with attentions.

The Illinois Central System has many friends at Kankakee because everybody likes Mr. Abell, who is a visible and personal manifestation of the spirit of courteous and efficient service which the Illinois Central System stands for.

How Our Engines Looked in Service in 1854

By W. O. MOODY,
Mechanical Engineer

Here is the oldest photograph of any of the earlier types of locomotives which were in service on this system. While photographs are in existence of some of the early power of about this same period, these photographs were taken at a much later date and represent the engines as rebuilt to accommodate later standards. This photograph undoubtedly represents engine No. 24 as it was received on this road in January, 1854.

The information on this older power is meager, and the following is about the only data available: Cylinders, $14\frac{1}{2}$ inches by 22 inches; drivers, 60 inches over tires; weight of engine, 56,000 pounds; builder, Rogers Locomotive Works; number changed to 150 in June, 1886.

As a part of the description of this type we find the pressure recorded as 110 pounds to the square inch. Figured on the basis of 110 pounds boiler pressure, the tractive effort of No. 24 would be 7,287 pounds.

A number of engines acquired during 1854 and 1855 had similar dimensions and weights as No. 24 and were probably of the same design. These numbers were 23, 25 and 26, 28 to 30, 32, 33 and 38 to 58 inclusive. Most of them were retired in the early 80's.

The father of George and Clarence Howard of the Commonwealth Steel Company ran No. 11, an engine of this type, between Centralia and Wapella, Ill., during the 60's. The man standing in the gangway of No. 24 in this photograph is the father of C. A. Seley, formerly mechanical engineer of the Rock Island Railroad.

A payroll of Centralia shops for May, 1857, gives the wages of passenger engineers as \$70 a month and of firemen as \$35.

Man grows rich by the use of his faculties, by the union of thought with nature. Property is an intellectual production. The game requires coolness, right reasoning, promptness, and patience in the players.—
EMERSON.



Engine No. 24

Editorial

"GOOD WILL TOWARD MEN"

Nineteen hundred and twenty-two years ago this Christmas, in a village called Bethlehem, there was born a Child whose mission was to bring to the world a light to guide those who grope in darkness. Not with pomp and panoply He came, but humbly, as one of the lowly, and they wrapped Him in swaddling clothes and laid him in a manger.

The message He brought to the children of men was exemplified by the short, tragic life He lived; not tragic in the sense of sordid suffering, but rather in the sense of grandeur and steadfastness of purpose. The lessons He taught were eternal principles—Service and Sacrifice.

"On Earth Peace, Good Will Toward Men."

His message has lost no jot or tittle of its potency through the swinging march of centuries. It has endured and will endure through the borderless gulfs of eternity. Whenever mankind has neglected or strayed aside from the Way of Right, they who wandered have paid to the uttermost farthing, and paying, they have remembered.

Christmas time is a time of good cheer. On the anniversary of the Master's coming to earth, the spirit of His teaching enfolds us like a shining garment. Christmas is a period when the doors of the heart swing wide. That inner shrine which lies deep in the breast of every human being is made manifest to the world. It is a shrine where kind thoughts dwell. Bleak indeed is the prospect for him whose soul is unresponsive to the stirring call of Christmas. He is to be pitied who feels no answering thrill when eyes are bright and cheeks are flushed with the blithesome lure of the season. And the greater joys of this annual season of good cheer arise from mutual sharing. "He who Joy would win must share it; Happiness was born a twin." The way to happiness is easy. It is achieved by making others happy.

At this gladsome holiday season, when our country has ample cause for rejoicing by reason of national peace and a fair degree of prosperity, the officers and employees of the Illinois Central System, with its far-flung lines of steel which bind the chill Northland to the sunlit fields of Dixie, join in the general feeling of gratification and

well-being. We have labored together in amicable teamwork in 1922. May that relationship continue in even greater measure in the future. Mutual amenity, community of thought and singleness of objective bring power irresistible. Unity of purpose and action on the part of the officers and employees of the Illinois Central System, in 1923 as in 1922, will insure us all the fair rewards of health, success, happiness.

"Good Will Toward Men."

America needs now as much as ever before the spirit and the letter of that saving thought. Each one of us can find opportunities to give a little here or there, in word or deed, and in giving we shall receive many fold in return.

In the New Year there will be problems; there will be days when everything seems to go wrong. Life is a mixture of sunshine and storm, but irks and ills are only to test the stoutness of our fiber. The steel cable that bears no stress or strain may just as well be a straw rope.

Let us help one another. When we share our brother's burden, his load is thrice lightened. Let us be quick to serve, slow to seek reprisals. Let us cultivate "the soft answer that turneth away wrath."

Look for the virtues in others rather than their faults. Charity is kind, enduring much. Labor is the noblest thing under the sun. Earth's greatest hero is he who bears, in patience and cheerfully, his lot, whatever it may be, and falters not. Let us be grateful. Gratitude to the Supreme Master of the Universe opens gates to storehouses of rich blessings.

THE NEW YEAR

We want this to be an expression of our sincere hope, on the part of the *Illinois Central Magazine*, that 1923 will be a happy and prosperous year for all the members of the Illinois Central System family; that it will bring them joy in their work, happiness in their homes and pleasure in the communities in which they live.

The interest that has been manifested in the magazine by the members of our family and the co-operation that has been tendered so heartily on every hand, have been a never-failing inspiration to those of us who have been the recipients of these manifold manifestations of the good-will which

marks our relationships one with another within the Illinois Central System family. For such interest and co-operation we are deeply grateful. To it we willingly ascribe any success which our meager efforts may have earned.

The magazine is rounding out its fourteenth year as a journal which aspires to reflect as accurately as possible the human interest, the ideals and aspirations, the fun, the joys, the successes of the life of the family of men and women who are associated together in the work of this railway system. It is our most earnest desire that in the coming year the magazine may measure up to the ideals we hold for it. To that end we invite the continued interest and co-operation of the family of which we are proud to be a part.

GOVERNMENT OWNERSHIP

Premier Mussolini of Italy is a reformed socialist. His stand on government ownership therefore is of special interest. He is quoted as saying: "We are done with government railways, government employment agencies, government insurance. We leave to the state its police powers, to protect honest citizens from robbers and criminals; we leave it the control of the schools, to train our coming generations; we leave it the army, to protect the territories of the fatherland inviolate, and we leave it the control of foreign policy."

OUR RADICALS

The story is told of an old Missouri farmer who blamed all things unsatisfactory upon "the dad-bummed gov'ment." If the cut-worm destroyed his corn, or rain fell upon his unshocked wheat, or the cows broke through the fence and devoured and trampled out his corn, the political administration then in power was blamed, with many rich and decorative expletives, for his loss. His heart was filled with suspicion, and he firmly believed that all his troubles, which were many, were caused by the Republicans or the Democrats, according to which party controlled the administration of affairs of state at the time.

Upon such superstitions are political changes in the life of a self-governing people usually based. The unrest created by unbalanced economic conditions is productive of political upheavals—regardless of how much real effect the administration of state affairs may have in making or unmaking the conditions complained of. It is true elsewhere as in the United States. The wave of popular unrest that has followed a

costly and devastating war has caused kaleidoscopic changes in governments throughout the world.

A group of ardent politicians which acclaims itself the spokesman of our Nation's so-called radical thought is endeavoring to interpret into legislative enactment something of the disquiet which exists within American shores. The new Congress promises to be the tournament square for a joust of the surging ideas born of ungoverned thought and uncontrolled passion. The red-tinted banner of the political nonconformists will doubtless be set up against the railroads from the very beginning of the struggle. These dissenters in governmental affairs differ from the Missouri farmer only in that they blame the major share of the country's wrongs upon the railroads instead of the administration—which is, if anything, even less sensible. At any rate, the railroads are in for a season of attack, and the continued welfare of the public demands that they defend themselves from their accusers. The position which the railroads take with respect to the impending struggle will mean a great deal to the properties, to those who depend upon the railroads to furnish uninterrupted transportation, and to the country.

NO SOVIETISM HERE

This from Russia:

"Just as last year Russia experienced its food crisis, Russia this winter is experiencing an industrial crisis. The most serious efforts are being made to save the mines and factories from collapse. From a source close to the minister of war it is learned that M. Trotzky's plan, which is to make industry go at any price, includes the placing of Russia on short rations for as long as a period of ten years, if necessary. He favors the greatest sacrifices in order to restore the pre-war status of the mines and factories should foreign capital remain aloof."

That term, "short rations," which has such an unpleasant sound in American ears, seems to be inevitably connected with the outcome of experiments such as Russia has been making. We must not Russianize this country.

Yet we have agitators who make appeals to laboring men on this very basis, holding up the example of Russia as an example worth following. Harry Lauder, the genial Scotch comedian, hit off these agitators at a recent dinner of the Chicago Rotary Club when he called them "weeds in the garden of industry" and urged that they be pulled up, roots and all.

PUBLIC OPINION

What the



World Thinks

RAILWAYS NATIONAL

The Interstate Commerce Commission's annual report states that the effect of the railway rate reduction last July is obscured by the abnormal traffic conditions, and that the net earnings of the railroads are "clearly inadequate." Neither condition is the fault of the railroads. The reduced rates "no longer interfere with the free flow of commerce," but the railroads are falling short of earning profits equal to mortgage interest on any but the highest class of bonds. Neither the commission nor the railroads should be blamed for these unsatisfactory results. Those who charge the railroads with inefficiency should be shamed into silence by the fact that up to November 18 more cars were loaded with grain than in any other similar period. The total was 2,161,522, an increase over last year of 112,583. The coal loadings show a similar record. Up to November 25, including all classes, loadings have totaled 39,514,599 cars, compared with 35,942,733 in 1921.

Such facts as these cannot be denied by the critics of the railroads. It has been their way to say that the railroads should find their profits in the increase of their business. This is at a maximum, but the profits are lacking. If the railroads cannot grow, the country must either stop its growth or find new ways of moving freight. In the report of the commission, how foolish appears the law regarding the division of profits above those allowed by statute! Among 692 reporting carriers, seven reported an excess of \$50,475, and remitted to the commission one-half, to be placed in the general contingent fund. What business man would expect the railroads to earn a surplus over 6 per cent for the sake of keeping half of it? What better inducement to slackness could there be than a forced limitation of earnings and division of profits?

The railroads are practically under a \$20,000,000,000 bond to fight it out on the present lines. The farmers think that forty-eight state rates would be better for them than a national rate. For the National Association of Owners of Railway Securities Mr. S. Davies Warfield submits that the general welfare and the Federal Constitution alike require that commerce between the states should be treated as an

indivisible whole, subject to a single national regulation. The association is even willing to provide a pool of equipment, for service on any railroad anywhere, thus averaging facilities which no single railroad can provide, for extraordinary necessities. At present freight cars are interchanged regardless of ownership, and each railroad finds profit in using as many cars as possible belonging to other owners. —New York Times.

MUST HAVE ADEQUATE REVENUES

The following extract from a recent decision of the Utah Public Utilities Commission indicates that the commission recognizes the principle that revenues cannot be kept down to a point of confiscation and at the same time permit a normal growth of the utility and insure efficient service to the public. The case was *in re* Mountain States Telephone & Telegraph Company, and the commission said in part:

A plea has been made that applicant, having got along thus far and realized a return in the neighborhood of 4 per cent, with an additional amount for depreciation, should continue to operate without increased rates. (This rate of return upon the property as a whole is plainly confiscatory.) It is obviously our duty to grant sufficient revenues to satisfy the demands of law and equity. It is not optional with the commission as to what rates shall be. This principle of regulation is too well known to require lengthy discussion.

Again, this company is a public utility, and not a private enterprise. It cannot fix rates as it pleases, nor can it, in boom times, charge excess rates sufficient to tide over a period of depression. Under regulation, there are no profits realized by utilities from rates, as that term is generally known. Without regulation, rates would undoubtedly have been much higher in the past and would have reached their peak some years ago. Rates based upon the theory that revenues accruing shall yield only a fair return obviously make it impossible to require a utility to bear the full burden of depressed times.

Some witnesses testified that they opposed any increase in rates.

We are in accord with the Oregon commission in the case above cited. In discussing a similar line of testimony, that commission said:

"A score of witnesses were put forward to say that they opposed any increase in rates. This was not necessary. Every man of reason knows that no one wants to pay more for service. The witnesses are not more averse to paying higher rates than this commission is to ordering them paid."

Again, telephone companies must grow on an ever-increasing scale in order to meet the demands of the public for service. Under the theory that only a fair return is permitted upon the property used and useful in giving public service, the utility must make extensions out of new capital; unless money representing the investment in the property already made is earning a reasonable rate of return, commensurate with the going rate for money invested in property

of approximately like risk, new money cannot be obtained. To illustrate: When new equipment is installed and extensions are made, the company must obtain the same outside of the returns from the rate payer for service for the money to pay the cost of installation. In securing money for such purposes, it must be remembered that the prospective investor will not give up his money unless the earnings of the property already in operation are sufficient to induce him to invest. This, it is that revenues cannot be expected to be kept down to the point of confiscation and the same time permit the normal growth of the utility and insure efficient and sufficient service to the public.

While the foregoing is a fundamental concept of the regulation, we have repeated it here because it appears to be frequently overlooked by objectors.

NOT SO HEARTLESS

Those who preach to us that the rights of labor and the rights of capital are essentially inimical are simply demagogues. There is, of course, the supreme right to which we must all submit. There will always be conflict as to the vindication of what definitely and in justice may be ours, but here and there is a gleam full of hope that this supreme right, which, after all, is the voice of God, is receiving a hearing.

During the strike the following fact occurred and is vouched for. A president of a large railway system was making a journey to a distant city for the purpose of tracing certain former employees who had quit the service in 1912, and, in so doing, had forfeited their pension rights. Ten years after the president of the railroad was trying to secure the names of all of these men so that he might restore them the pension which they had lost by going on strike.

There may not be anything about this fact peculiarly arresting, but the journey was taken at a time when all the energy of the railway official was directed to the settling of the strike and to the conservation of his property. Every official of the railroad was worked to the limit of endurance. In this emergency there surged up in the mind of this man, who is the executive head of sixty thousand employees, the thought that his road had been too drastic twelve years before. Without stressing the incident too much, at a minimum, it does spell more hope in industrial relations.—*The New World* (Chicago).

RAILWAY DIVIDENDS

According to the financial columns of the daily papers, the leading gum and candy and tobacco companies are paying dividends of from 8 to 12 per cent on their stock and vastly more on the value of their property.

The railroads are paying about 3 per cent on the value of their property. Yet the

whole country is clamoring for a cut in freight rates. Does this mean that the country wants its financiers to sell out the railroads and go into the candy and tobacco business?

It might be well for the country to do a little thinking before it proceeds to wreck the railroads.—Dubuque (Iowa) *Times-Journal*.

THE AUTO'S DEATH TOLL

Estimating proportionately for only 18 per cent (that being the proportion of our population not within the official death registration area), we find that 12,400 of our fellow countrymen were killed by automobile accidents last year in the United States.

This means somebody is killed in this way every forty-two minutes.

Maybe some comparisons will help us to "get" just how serious this is.

An older generation can recall the awful battles of our Civil War: Bull Run, Shiloh, Antietam, Chickamauga, the Wilderness and Gettysburg. What awful memories these magic words conjure up!

Yet fewer soldiers died on either side in all those awful struggles than were killed last year by motor vehicles in America!

Waterloo was one of the epoch-making slaughter pens of all history, yet fewer men from all the combatant armies died on the field of Waterloo than were killed by automobiles in peace-loving America last year!

In the Great War—the most awful war of all history—we lost 48,909 of our boys. That was awful! Yet, every four years in time of profound peace we kill as many on the highways of our country as we lost on the battlefields of France, Flanders and Italy?

In five years, deaths by automobile have increased 50 per cent in this country. And the rate goes on increasing. This daily, hourly tragedy must be ended, somehow, some way.—Memphis (Tenn.) *Press*.

POOR RAILWAY SERVICE

Kansas is complaining because, the public utility commission says, there are 400 elevators in the state closed on account of lack of cars to move grain. Kansas wants the railroads to get busy, order more cars and equipment, if there is such shortage, and move the grain tied up in the bins and elevators of the state.

The situation leads to the question: Why the lack of service? Why the lack of equipment? And the answer is that the railroads are where they were ten years ago. Some roads, of course, are in fair

shape, but the average road—and most of them traverse Kansas—are away behind the needs of the cities, towns and countryside.

Before a railroad can get capital these days it has to apply to a bureau of the government. This bureau makes a thorough investigation of the road's finances and prospects, and on the result its decision depends. One bureau of the government tells the railroads how much they shall pay out for labor. Another one designates how much they shall receive for their services. The government says they are entitled to a reasonable return on their invested capital—a return that would not satisfy the average investor in industrial paper.

Because of these restrictions; because the return is so small, railway paper has no attraction for the average investor. There are hundreds of industrial stocks and bonds more attractive. The investor with \$50,000 and desirous of living on the interest, or earnings, isn't looking for any railway paper. This investor goes in for some industrial not handicapped as is the railroad. Under present conditions the investor looks upon railway paper as something not even safe, let alone attractive from an investment standpoint.

Kansas is blaming the railroads which operate through the state. It might carry its investigation beyond the railroads. It might ask Kansas people just how much money they have invested in railroads and how much they would invest, under the circumstances. The investigation would probably reveal that Kansas people would not invest in railway paper, but would much rather have government, state, county, municipal and school bonds and other non-taxable paper—or paper on which the earnings are not limited; or paper in industrials which are not controlled by the government as to their wage outlay and their charge for service.—*Waterloo (Iowa) Tribune.*

THE RAILWAY PROBLEM

The railway "problem" continues to agitate the public mind, and well it might. It would be still better if it agitated it to the point of bringing the solution. A Chicago newspaper recently devoted one entire section to a symposium of opinions on this subject.

It is our opinion that the solution will be very simple, as the problem is very simple, when once the problem is considered strictly upon its merits, divested of all extraneous interests and considerations; when once the railroads are dealt with as

common carriers and not as common prey; as prime public servants and not as private or public footfalls; as a great, essential industry and not as a hobgoblin in the hands of demagogues with which to fool the weak and rile the envious. Treat the railroads as other legitimate business interests are treated, and their problem is solved.

Abolish public regulation of railroads? By no means. But correct it, perfect it, make it what it should be and what it was intended to be. Hold it to the fundamental basis that, as our well-known proposition puts it, *the power to regulate involves the obligation to protect*. Public regulation came to correct abuses, not to inflict them. When the Government assumed the right to regulate the railroads, as other public utilities, it thereby took upon itself the obligation to protect them, to safeguard them in their right to earn a fair return upon a fair value of their property. This is inherent in any business. If, however, this power passes to another body, as it passed from the railroads to the Government when the Government took from the railroads the right of self-regulation, then it is incumbent upon that body to exercise that power for the common good of the business to be regulated and the public to be served. Otherwise adequate service becomes impossible. Obviously, if the railroads had all this time been regulated with the one object of having them earn such a return as would enable them to meet the ever-increasing demands for transportation, we should not today be confronted with so serious a railway problem. We have made a fundamental mistake. First, we should never have lost sight of the fact that railroads are economic in character and therefore any railway problem is an economic problem and it is fundamental that you cannot solve an economic problem politically.

Let those who lead, who mold public opinion and command popular followings, be true to their trust and treat this matter honestly as they know it should be treated, and refrain always from saying or doing anything calculated to poison people's minds, to foment feeling or arouse or stimulate prejudice, and it will help a lot.—*Public Service Management (Chicago).*

A NEGLIGENT RAILROAD

Last Sunday morning Frank Napps, a resident of Crystal Springs, started to journey afoot from Jackson to his home town.

Mr. Napps picked the Illinois Central tracks for his homeward path, despite the fact that there is a good dirt road from here

to Crystal Springs, for the free use of all who desire to travel thereon. The railway tracks are private property, not built for pedestrian traffic, but mighty few folks seem to know it.

It is true, as everybody who has tried it will testify, that a 25-mile journey afoot is rather tiresome, especially when one is accustomed to riding trains and automobiles.

Being somewhat weary when he neared Terry, Mr. Napps sat himself down by the side of the track to read. The nature of the literature he carried is not known. It was lost in the excitement that followed. Probably it was the last issue of *Vardaman's Weekly*, explaining the result of the senatorial primary, or something equally dull and tedious. At any rate, Mr. Napps took a nap—no pun intended—and was slumbering peacefully when No. 1, the southbound limited, came along and bumped him off the track and down an embankment.

The train crew, of course, thought Mr. Napps had been killed. That's what usually happens to people who go to sleep on railway tracks. The wounded man was picked up and carried to Crystal Springs, where, fortunately, it was found that he had been only slightly injured.

It is expected, of course that Mr. Napps, who was caught napping will eventually sue the railway company for damages. They always do. No doubt his bill of complaint, framed by a professional damage suit lawyer, will contend that it is the duty of the railroad to provide comfortable beds, with box springs, mattresses, sheets and blankets, for weary wanderers who may be strolling along the right-of-way; that these beds should be placed at stated intervals along the road, not more than a half-mile apart, properly sheltered and bearing signs giving notice that they are for free occupancy; that inasmuch as the Illinois Central has been grossly, maliciously and criminally negligent in that it has failed to provide these accommodations, the napping Mr. Napps is entitled to at least \$50,000 damages.

At any rate, there have been damage verdicts returned in this state on grounds of action equally trivial. It won't cost Mr. Napps anything to find out whether or not he can Robin Hood the railroad. There are lots of lawyers who are willing to take the case and stand sponsor for court costs.—*Jackson (Miss.) News*.

GROWTH OF COAL OUTPUT

From 1910 to 1920 the American output of coal increased 30 per cent more than the total output for the one hundred years from 1800 to 1900. During the 19th century, so far as figures of output are available, there

were produced from American mines 4,500,-000,000 tons of coal. From 1910 to 1920 the American mines put out 5,700,000,000 tons, which indicates that growth of industrial and transportation activities.—*Pittsburgh (Pa.) Labor World*.

KANSAS RAIL INTERESTS

Senator Capper of Kansas tells the senate that the transportation issue before this country today is not that the railroads cannot afford to make rate reductions, but that they cannot afford not to make them. The senator urges repeal of the rate-making provisions of the Esch-Cummins act and restoration of state control over rates.

From this we are convinced that Senator Capper represents his state most accurately on the railway transportation issue. Kansas is almost exclusively an agricultural state. Capper reasons entirely and solely from the standpoint of his farmer constituents. They own farms, and sell farm produce. Their capital is invested in farms, farming machinery, live stock, and farming appurtenances. Probably not 1 per cent of their wealth is in railway securities.

In such circumstances their only interest in railroads is as a means of getting their products to market. The quicker and more cheaply they can move their goods over the railroads to market the greater their profits. It is natural that they should demand cheap freight rates. If only the railroads give service the Kansans do not care whether the railroads earn dividends. As long as the railroads are able to give service the Kansans do not even care whether the railroads earn enough for maintenance and advisable improvements.

That is the attitude which Senator Capper represents. He fails, and we believe his constituents fail, to recognize that railroads cannot and will not continue to operate without a profit any more than farms will continue to operate without a profit. That is what Kansans and other groups of people in other sections of the country who are constantly denouncing the railroads must understand before we can hope to obtain the sort of transportation the country requires for its greatest prosperity.—*Chicago (Ill.) Tribune*.

Concentrate the sun's rays on a small spot, and it will burn a hole in a hickory plank. Spread these sun rays over a world, and the ocean will be filled with ice and the land covered with snow. Concentration cooks the cake. Spreading over too much territory freezes the cream.—*The Silent Partner*.

The Home Division

Edited by



Nan Carter

The New Year and Thrift

Christmas would not be Christmas without Santa Claus, and the New Year would not be the New Year without good resolutions. Along this line, the following article has been contributed by one of the secretaries in Vice-President Blauvelt's office.

As the beginning of the new year is the time to make good resolutions, why not start out 1923 with a system of saving?

Not knowing just how to invest one's money often keeps one from saving. No doubt some of us make a visit to the bank one or twice a month and deposit a certain portion of our pay checks, but most of us do not. When our method of saving is to make deposits in a savings account in some bank, we are likely to find it inconvenient to visit the bank on pay day and keep putting it off until the money we had planned to save has dwindled away. But if we would only make up our minds to save a little each month and consult a reliable bond house or the bond department of a bank as to a good investment and then arrange to pay for it on the installment plan, we would have to keep up the payments, before long would have the total amount of the investment paid in full, and would receive a much larger rate of interest than if the money had simply been deposited in a savings account.

Or, if we think it would be inconvenient to follow the above plan, why not follow the easier method and buy stock in our own company? Surely there is no company in which we would rather own stock than in our own Illinois Central. In buying Illinois Central stock the payments are handled in practically the same way as they were for the Liberty Bonds; that is, a certain amount is deducted from the payroll. One may pay as low as \$5 a month, and during the period covering the purchase of a share of stock interest is paid on deposits at the rate of 4 per cent per annum. Upon payment in full of the purchase price, the company issues a certificate of stock in favor of the employe and pays quarterly dividends at the rate of 7 per cent per annum on the par value thereof, namely, \$100. It may seem inconvenient to meet the installments at some periods, but we all remember that during the war when we subscribed for the Liberty Bonds we managed

to keep up the payments. In most cases that was the first attempt at saving.

It has been the experience of the writer that the only sure way to save is under a contract, or, in other words, to buy on the partial payment plan. Some of us who decide to purchase a bond or mortgage will let the matter drift along until we happen to hear of an investment house and, not being told of one right away, will lose interest and forget the resolution to begin the new year with a system of saving. Much care should be taken in the selection of a bank or more especially an investment house, and one should never open an account until thoroughly satisfied that the firm with whom he is contemplating doing business is absolutely reliable.

Tested Recipes

MISS OLIVE DRAPER, tonnage clerk, Springfield division, contributes the first two of the following recipes, with the comment, "Very good; have tried them":

COCOA DOUGHNUTS.—1 egg, $\frac{1}{2}$ cup sugar, $\frac{1}{2}$ cup milk, $\frac{1}{4}$ teaspoonful salt, $\frac{1}{4}$ teaspoonful cinnamon, 2 cups flour, $\frac{1}{4}$ cup breakfast cocoa, 2 teaspoonfuls baking powder. Mix in order given, sifting the baking powder and cocoa with the flour. Roll to one-third inch thickness, cut and fry.

MACARONI SALAD.— $\frac{1}{2}$ package macaroni, 1 tablespoon salt, $\frac{1}{2}$ can pimentos, 12 small sweet pickles, 1 cup chopped celery, 1 cup chopped nut meats, 1 pint mayonnaise, $\frac{1}{2}$ dozen hard boiled eggs. Break macaroni into long pieces, cover with water, add the salt, and boil until done; then turn into colander to drain. Cut pimentos, pickles, and four of the eggs into small pieces, add the chopped celery and nuts, and fold into the macaroni and mayonnaise, being careful not to break the macaroni sticks. Garnish dish with lettuce leaves and decorate top of salad with the remaining eggs, sliced, and pimento strips.

Here is a practical recipe which enables the housekeeper to dispose of left-over chicken or roast meat—contributed by MISS FRANCES P. OTKEN, secretary to chief clerk, McComb, Mississippi:

MEAT LOAF.—Grind through the meat chopper any left-over chicken, roast meat or fresh meat. To every 2 cups of the meat mixture add 1 cup of rolled bread or

cracker crumbs, 2 tablespoonfuls of melted lard, 1 egg, 1 teaspoonful Worcestershire sauce, 1 tablespoonful minced parsley, 1 tablespoonful flour, salt and pepper to taste. Moisten mixture with a little hot water, roll into a loaf, put into a well greased pan and bake in a moderate oven until loaf is nicely browned.

PERSIMMON PUDDING.—Pour 2 quarts of sweet milk over 1 quart of persimmons (seeded); mash thoroughly and press through colander; add 1½ pints of sugar, 1 teaspoon of baking soda, 3 eggs (yolks and white beaten together), piece of butter the size of an egg, and 1 quart of flour. Mix well and put in baking dish or thick granite pan. Bake 3 hours. (This appears to be a very large quantity, but it can be put in glass jars and canned the same as any fruit and kept indefinitely. Serve with whipped cream). — *MISS ANNE ROSE SWEENEY, Kentucky Division Editor.*

FRUIT CAKE.—2 cups light brown sugar, 2 cups water, ½ cup fat, 2 teaspoons cinnamon, 1 teaspoon cloves, 1 teaspoon nutmeg, 2 cups currants, 1 cup raisins, 3 cups flour, 2 teaspoonfuls soda, ½ teaspoonful salt, 1 cup nut meats. Mix the sugar, water, fat, cinnamon, cloves, nutmeg, currants and raisins. Boil gently, stirring frequently, for 5 minutes. Cool and add the flour which has been mixed and sifted with the soda and salt. Add the nuts, mix well. Pour into two square cake pans which have been lined with waxed paper. Bake in a moderate oven for 40 minutes. If loaf cake pans are used, bake the cake for one hour. — *MISS LUCILLE M. SIMS, Minnesota Division Editor.*

APPLE SPONGE.—Take 8 tart apples, peel, slice and cook with ½ cupful of sugar and 3 cupfuls of water, until tender but still firm. Drain, saving the juice. Put the cooked apples into a baking pan about 9 inches in diameter, and pour over them a batter made of ½ cupful of sugar, ½ cupful of butter, 3 eggs, ½ cupful of milk, 2 cupfuls of flour and 1 heaping teaspoonful baking powder. Make this batter just as you would for cake. Bake in a moderate oven about 30 minutes. For a sauce take the juice of the apples and add to it 1 cupful of sugar and 1 tablespoonful of butter, and flavor to taste with nutmeg. Cook for several minutes, remove from the fire and pour over the stiffly beaten white of an egg. Do not add the sauce until served. This dish is best when served warm. — *MISS KATE NARTON, secretary to agent, local office, New Orleans, La.*

CHOCOLATE PECAN FUDGE.—Put 3 cups sugar, 3 tablespoon cocoa, 1 cup milk and lump of butter the size of an egg into a

saucepan and let boil until the mixture forms a soft ball when tested in cold water. Remove from fire, add 1 tablespoonful vanilla, and beat vigorously until creamy. Add ½ cup chopped pecans, and pour into buttered pan. When cool, mark in squares. — *MRS. S. VALLAS, wife of S. VALLAS, clerk, accounting department, local office, New Orleans, La.*

OUR BABIES

No. 1 is J. Philip, 6 years old, son of Dispatcher of T. J. Russell, Dubuque, Iowa.

No. 2 shows Dorothy Evelyn, 8 years old, and Otis Roy, 10 years old, daughter and son of Roy Kyle, chief clerk to station master, Memphis, Tenn.

No. 3 is Marion Lucien, 2½ months old, son of M. E. Dupont, assistant extra gang foreman, La Place, La.

No. 4 is Frederick Mays, 6 months old, son of M. R. Sullivan, flagman, New Orleans division.

No. 5 is Harry, Jr., 1 year old, son of Mrs. Harry Ose. Mrs. Ose, formerly Miss Bertha Behrens, was employed for several years as secretary to the general passenger agent at Chicago. Junior's aunt, Mrs. Ida Behrens Springe, is employed at stenographer in the office of the auditor of miscellaneous accounts, Chicago.

No. 6 is Ralph, 6 months old, son of Richard Kingsburg, locomotive crane operator, Fort Dodge, Iowa.

No. 7 is Frank A., Jr., 4 years 11 months old, son of Frank A. Redican, chief clerk to roadmaster, Freeport, Ill.

No. 8 is Hugh Alford, 2 years old, son of R. B. Stuart, agent, Prichard, Miss.

No. 9 is Harry G., Jr., 4 years old, son of Harry G. Devinney, chief clerk to roadmaster, Louisville, Ky.

No. 10 is Robert Quinn, 2 years old, son of Harry Argo, ticket clerk, Martin, Tenn.

No. 11 is Roy Francis, 5 years 7 months old, son of W. H. Rinehart, chief clerk to local freight agent, Indianapolis, Ind.

No. 12 is James Eugene, 1 year old, son of J. A. Parnell, accountant, superintendent's office, McComb, Miss.

No. 13 shows Charles, 3 years old, and Robert, 2 years old, sons of Conductor W. W. Kenney, Illinois division. Mrs. Kenney was formerly employed as stenographer for W. J. Leahy, Fordham yard, for several years.

No. 14 is Herschel Dewey, 10 months old, son of Dewey King, ice inspector, Mounds, Ill.

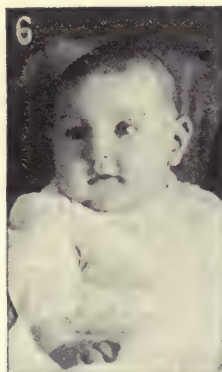
No. 15 is Betty Adeline, 5 years old, sister of J. Philip, No. 1 above.

No. 16 shows Dorothy, 5 years old, and Berdena, 3

The Aim of the Home

To have every home
Economically sound,
Mechanically convenient,
Physically healthful,
Morally wholesome,
Mentally stimulating,
Artistically satisfying,
Socially responsible,
Spiritually inspiring,
Founded upon mutual
affection and respect.

—*JULIET LITA BANE, State Leader in
Home Economics Extension, Illinois.*



years old, daughters of S. B. Eilders, car inspector, Wallace yard, Freeport, Ill.

No. 17 is Mary Elizabeth Marion, 13 months old, granddaughter of C. T. Seiler, freight agent, New Orleans, La.

No. 18 is Doris Irene, 1½ years old, daughter of Operator E. J. Postma, Ackley, Iowa.

No. 19 is Gladys Corinne, 9 months old, daughter of Flagman L. D. Howard, Mississippi division.

No. 20 is Joan, 4 months old, daughter of E. R. Walters, clerk, freight house, Kankakee, Ill.

No. 21 is Geraldine Elizabeth, 18 months old, daughter of J. R. Murchison, agent, Gates, Tenn.

No. 22 is Norma Louise, 2 years 10 months old, daughter of Otto F. Schmidt, stowman, freight depot, Indianapolis, Ind.

No. 23 is Natalie Leggett, 16 months old, daughter of F. E. Brasfield, accountant, McComb, Miss.

No. 24 is Martha Isabelle, 2 years old, daughter of W. R. Walker, car repairer, East St. Louis, Ill.

No. 25 is Bertha Marie, 3 years old, daughter of Section Foreman William Woolsey, Blairsburg, Iowa, and granddaughter of A. L. Woolsey, section foreman, Fort Dodge, Iowa.

No. 26 is Jean Lois, 4½ months old, daughter of C. K. Drake, solicitor, passenger department, Chicago. Before her marriage, Mrs. Drake, then Miss Margaret L. Hart, was secretary to Local Treasurer Otto F. Nau, Chicago, for three and a half years.

No. 27 shows Grace Louise and James Reuben, children of J. W. Holloway, agent, Dickerson, Miss.

No. 28 is Elizabeth, 2 years old, daughter of B. P. Brevard, instrumentman, Fulton, Ky.

Smart Sayings of Our Babies

Our readers are requested to send in the smart sayings of our babies so that we may print them. Address EDITOR, HOME DIVISION.

Our Louisiana Division Editor, MISS CLAIRE PIMM, contributes the first and second of the following sayings:

Jack, who is 3 and very smart for his age, was asked to sing. He complied cheerfully, but became confused toward the end of the song; so his mother said, "Jack, excuse yourself and start over." Jack turned to the audience of eight and said, "Excuse me and start over."

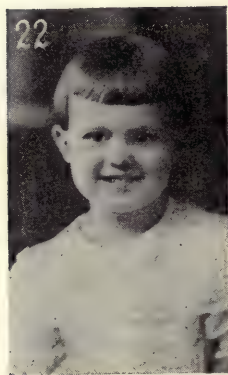
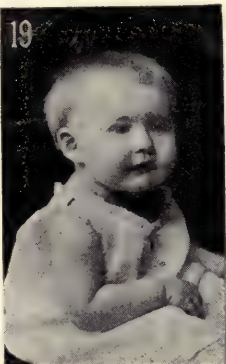
W. T., Jr., is 5 years old and has a habit of asking his father for numerous things off and on. His father invariably replies that he will get them for him when the oil well comes in. The other day he wanted to go barefoot, and his mother told him that he would have to wait until daddy came and ask him about it. "Oh, well," said the boy, "daddy will tell me I can when the oil well comes in."

Little Milton, 4 years old, was invited to spend the day at his uncle's home. Seated at the dinner table, he noticed his uncle wearing a khaki shirt and inquired whether it was a hunting shirt. Upon being informed that his uncle had been a soldier in the recent world war, he remarked, "How could you be a soldier? You weren't killed."

—J. MILTON MAY, *New Orleans Terminal Editor.*

Aunt Jane was very fond of baby Jane Lee, and baby Jane knew it—knew it so well that when she wanted anything and could not get it from her mother and father, she knew she could get it from Aunt Jane. It was near Christmas, and baby Jane wanted a Kiddie Kar, but mother and daddy thought she was too small. So when she asked "Daddy, will Tantie Caus bwing me a kitty tart?" daddy told her that he thought not. But baby Jane shook her curly head confidently and said, "With the help of Dod and Auntie Jane I ist knows I will det a kitty tart." And of course she did.—MISS ANNE ROSE SWEENEY, *Kentucky Division Editor.*





For Buddy and Sis

A Word From Aunt Nancie

DEAR BOYS AND GIRLS:

How would you like to live in a camp car? That is where William Robert and Bessie Jewel Morris live. William Robert is 4 years old and knows several signals.



William Robert and Bessie Jewel Morris

He also knows how to ride a "bike," and enjoys it, as you will see by the broad smile on his face in the accompanying picture. William Robert says there is nothing like living on cars and that he is sure an Illinois Central boy. Bessie Jewel, his sister, is 18 months old and too young yet to express her opinion of this style of living, but she wears a look of contentment as she surveys the world from in front of her home on wheels. The children's father is Leslie Morris, extra gang foreman on the St. Louis division at Freeburg, Ill.

I hope that all of you were happy with your Christmas presents and that you had a pleasant holiday. It will soon be school time again. I suppose you are thinking about New Year's resolutions. We turn over a new leaf in the book of life on January first. Isn't it fine to think of covering up all the blots and mistakes of last year and starting out with a clean page? Think of all the good resolutions one can make! When you read Morris Kemper's letter on our page, you will see that he noticed the elevators in a department store

and says that if anybody got under one of the elevators he would get mashed. This reminds me of the slogan of the Illinois Central—Safety First. We might make a resolution to be careful not to get hurt during the coming year. Of if you make a resolution to save, you might save time, save Mother steps, save pennies, and many other things. If you resolve to help someone just a little each day—and even a sweet smile helps sometimes—you will be like a ray of sunshine; welcomed everywhere.

Don't forget to make a resolution to write to

Your loving

AUNT NANCIE.

An Uncle, Too, If You Need One

Mattoon, Ill., Dec. 12, 1922.

DEAR AUNT NANCIE:

I wish there was an "Uncle Somebody" to write to. I went on the train with Mama the other day to Decatur to look at Christmas things. There was a man Santa Claus and a woman Santa Claus. I talked to the man Santa—told him to send my little sister a doll that said "Mama." There was a water mill in one store there that I liked. I hope I get one like it for Xmas. We rode up and down on the elevator lots of times. If anybody gets under one of the elevators, they would get mashed.

I will write you another letter some time. Good-by.

MORRIS KEMPER, JR., son of M. E. KEMPER, chief clerk to superintendent, Indiana division.

DEAR MORRIS:

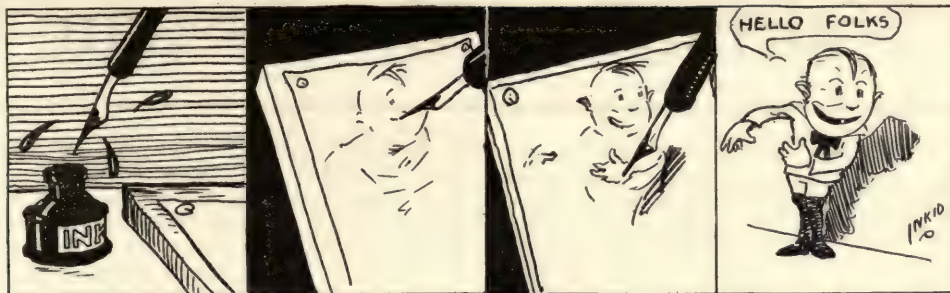
There is an "Uncle Somebody" to write to. It is Uncle Milt, who drew the Santa

Stick to Your Job

Diamonds are only chunks of coal,
That stuck to their jobs, you see.
If they'd petered out as most of us do,
Where would the diamonds be?
It isn't the fact of making a start;
It's the sticking that counts, I'll say.
It's the fellow who knows not the
meaning of fail,
But hammers and hammers away.
Whenever you think you have come
to the end
And you're beaten as bad as can be,
Remember that diamonds are chunks
of coal

That stuck to their jobs, you see.

—MINNIE RICHARD SMITH.



Claus picture for you in last month's magazine. He would like to hear from you, I am sure.

I hope that Santa was able to get a water mill for you. Write and tell me about it. Or, better still, send your letter to Uncle Milt, in care of the magazine.

With love,

AUNT NANCIE.

Can You Figure It Out?

Select one letter from the third word in each line (except the last line) and spell out a name that is familiar to all of you.

Found in ink but not in glue,
Found in lace but not in shoe.
Found in light but not in dark,
Found in island but not in park.
Found in nail but not in tack,
Found in house but not in shack.
Found in night but not in day,
Found in trust but not in pay.
Found in cat but not in dog,
Found in tree but not in log.
Found in near but not in far,
Found in train but not in car.
Found in Arab but not in sheik,
Found in Latin but not in Greek.
Found in limb but not in hand,
My whole is the best road in the land.

Answers to December Puzzle

Parts of a tree: 1, Trunk; 2, Roots; 3, Boughs; 4, Twig; 5, Sap; 6, Branch; 7, Leaves; 8, Forks; 9, Limbs; 10, Bark.

Nuts to Crack

1. What nut is used to describe Oriental eyes?
2. What nut is found in a dairy?
3. What nut is found in every home?
4. What nut suggests a popular beverage?
5. What nut bears a girl's name?
6. What nut forms a part of the human body?
7. What nut is found at the seashore?
8. What nut is a country in South America?
9. What nut might be expected to grunt?

10. After what nut was a United States President nicknamed?

11. What nut is found in a vegetable garden?

The correct answers will appear in the February issue.

Wee Folks

Up the airy mountain, down the rocky glen!
We dare not go a-hunting for fear of little men.

Wee folk, good folk, trooping all together,
Green jacket, red cap and white owl's feather.

Down along the rocky shore, some make their home.

They live on crispy pancakes of yellow-tide foam—

Some in the reeds of the black mountain lake,

With frogs for their watch dogs, all night awake.

Up the airy mountain, down the rocky glen!
We dare not go a-hunting for fear of little men.

Wee folk, good folk, trooping all together,
Green jacket, red cap and white owl's feather.

—Selected.

EDUCATION

Sitxy years ago America was the fourth nation in the world in terms of education. Then it slipped to fifth, sixth, seventh, eighth, and finally ninth place. Prussia has one man in a thousand who cannot read or write. Denmark, Switzerland and Holland have one man out of four thousand who cannot read or write. We have seven men in every hundred who have acknowledged that they can do neither, and in the industrial centers, among the foreign-born, twenty out of every hundred are illiterate. We are still riding in an ox cart as far as rural education is concerned, while physically we are riding in a palace car.—NEWELL DWIGHT HILLIS.

Sports Over the System

Athletic Contest at Burnside

The 5-event athletic contest conducted by the Railroad Y. M. C. A. at Burnside shops, Chicago, came to a successful close November 28, after more than 136 men had competed. The five events were: 50-yard dash, running broad jump, standing broad jump, 12-pound shot put, pull-up (chinning).

The events were staged each noon from October 27 to November 28, and great interest was manifested by the large crowds of men who came out to watch the contests. The men on the locomotive side turned out in somewhat greater numbers than those on the car side, but the competition was keen and the enthusiasm displayed was in keeping.

When the scores were made known November 29 in the Y. M. C. A. office it was found that F. Hinke had first place. He was presented with a gold watch furnished by the Hamilton Watch Company and Benjamin Busch, local watch inspector for the Illinois Central. Mr. Busch furnished the 26-year case, and the Hamilton Watch Company furnished the No. 992 special railway movement. Edward Spiller won second prize, a gold medal, and F. Summers, a negro employe, got third place, with a silver medal. All of these winners were from the machine shop, and they worked hard and consistently for the honors they received.

Others who should be mentioned for their activities and accomplishments in this contest include Mr. Mason, for instance, who finished fourth and did excellent work, although about fifteen to twenty years the senior of the boys who generally took part, and Mr. Schuster of the paint shop, who showed superior skill in putting the shot, although he did not compete in all the other events. Edward O'Brien and Russell Moreton rendered efficient service by acting as judges and starters, and a number of others assisted in making the event a success.

Basketball League at New Orleans

The Commercial Basketball League of New Orleans was formally organized on Friday, Dec. 1, at a meeting held at the sporting goods firm of Stickney & Williams. This league is composed of six teams representing the large commercial enterprises

of New Orleans. The players are bona fide employes of the firms they represent.

A schedule of ten games has been arranged, triple headers being played each Wednesday night on the court of the local Y. M. C. A. This league is expected to bring out some of the best amateur material in New Orleans, as the weight and class are not limited. A silver cup and a basketball have been offered as trophies by Stickney & Williams.

The Illinois Central quintet, which has gained a reputation in and about New Orleans, has entered the league. Play was formally opened Wednesday, Dec. 13, when the Illinois Central team was scheduled to meet the strong team of the New Orleans Public Service Corporation.

A great deal of time has been devoted to training during the last several weeks, and the Illinois Central team is in fine condition. In a recent work-out the Woodward-Wight company's team, a strong contender in the league, was defeated by a score of 14 to 4. Through the courtesy of the Young Men's Hebrew Association, the use of the gymnasium has been extended to our team for practice purposes.

The team which will carry the Illinois Central colors in the Commercial League will be selected from the following: "Bizzy" Berkes (captain) forward; Leslie Pic, forward; Frank Moore, forward; Dan Voebel, center; Tom Kelly, center; A. Ritzenberg, guard; J. M. May, guard (manager); A. Walsdorf, guard; Ivor Throunk, forward; Tom Call, center.

Memphis Bowlers Accept Challenge

A new feature in sports on the Illinois Central will be found in the proposed Memphis-Chicago bowling tournament, which will probably be held in Chicago on Saturday, February 3, and Sunday, February 4. There will be fifteen players on each side, making a total of three teams each.

C. M. Said, our cartoonist, is handling the Chicago arrangements.

F. J. Theobald, chief clerk to Superintendent Walsh, is handling the Memphis end of the meet. There are several good bowlers in the Memphis offices and shops, and there should be little difficulty in enlisting their ability for this event.

This tournament will be in no way con-

nected with the Illinois Central General Office leagues of Chicago, but the various teams at Chicago will be looked over for the required number of bowlers to represent the Chicago side.

Standings Change in Bowling League

After looking over the present figures in the 12th Street General Office Bowling League at Chicago and comparing them with the standing of the league last month, one is led to believe that the General Freight team will have an easy time winning the flag this year, for it won all but two of its games in the last month, dropping one to the Officers team while using several substitutes and losing the other to the Auditor of Miscellaneous Accounts team.

The General Superintendent of Transportation team, after losing two out of three to the Auditor of Miscellaneous Accounts team, braced and has lost only three games in a month. The team advanced from fourth place to a tie for second place with the Bridge and Building team, which advanced from fifth place and which lost only one series when the Chief Engineer team took two out of three. The Auditor of Miscellaneous Accounts team dropped from second to a tie for fourth place as a result of allowing some of the so-called "easy teams" to beat it and dropping two to the General Freight team.

The Vice-President Purchasing team had the pennant bee buzzing in its bonnet until the General Freight team trimmed it three straight and it dropped back to a tie for fourth place. The Maintenance of Way team is still in sixth place, but would be higher if Bernbach could be present each week.

The General Superintendent of Motive Power team is making them all sit up and take notice, for it jumped from thirteenth place to seventh place, the biggest change made by any team in the league. The Terminal Superintendent team moved into eighth place, and the Auditor of Disbursements team also moved up one place, but should be higher, for the bowlers have been going after the pins in great form.

Last year the Land and Tax team had an average of more than 800. Its average this year

shows that it misses Enright, Coble and Riley. The Vice-President Accounting team and Chief Engineer team are tied for eleventh place and also tied on average pins per game. Last month the Chicago Terminal Improvement team was in last place, but now it is tied for thirteenth place with the Vice-President and General Manager team.

The Officers team has won eight games, most of them from the leaders, who hold it too cheaply, with disastrous results. The Chief Special Agent team is resting easily in last place.

Below are team and individual standings after the games rolled December 14:

Team	Won	Lost	Per Cent	High Game	High Series	Average
General Freight	25	5	833	952	2690	809
Gen. Supt. Trans.	22	8	733	887	2543	801
Engineer B. & B.	22	8	733	859	2415	769
Auditor Misc. Accts.	21	9	700	896	2474	785
V. P. Purchasing.....	21	9	700	858	2363	757
Engineer M. of Way..	18	12	600	941	2703	771
Gen. Supt. Mot. Pow..	14	16	467	831	2353	730
Terminal Supt.	14	16	467	819	2303	712
Auditor of Disb.....	13	17	433	860	2436	757
Land & Tax.....	13	17	433	851	2370	714
V. P. Accounting.....	12	18	400	816	2287	728
Chief Engineer	12	18	400	851	2362	728
Chgo. Term. Imp.....	11	19	367	940	2367	721
V. P. & Gen. Mgr.....	11	19	367	828	2315	717
Officers	8	22	267	819	2270	684
Chief Special Agent....	3	27	100	770	2010	642

The Twenty Leading Bowlers

Name	Games	High Game	High Series	Average
Knodell	27	233	586	183
Enright	12	201	562	180
Bernbach	18	209	603	175
Rolf	29	235	669	173
Larsen	30	232	568	172
Block	24	211	569	171
Tremblay	27	242	609	170
Riley	6	184	519	170
DuBois	29	202	556	168
Koch	27	213	587	168
Nelson	9	213	523	168
Sebastian	27	224	553	165
Rittmueller	30	202	557	165
Breitzke, B.	24	204	554	164
Bailey	30	233	563	164
Brown	21	195	536	163
Mack	30	209	561	162
Dischinger	29	196	544	162
Collier	30	220	542	162
Stone	30	223	550	162

THE FIVE GREAT "M's"

Hugh Chalmers, president of the Chalmers Motor Company, says: "Five great 'M's' go to make up the problem of every business man in this country today. They are Money, Material, Machinery, Markets and Men—and the biggest figure in the problem is Men. Really valuable men, high-priced men, are the hardest things to get of all the things we manufacturers need. Men in the mass are the cheapest things in the market. There are too many \$1,000 men and too few who are worth \$10,000 a year."—*Golden Rule Magazine*.





They Took Eggs and Ham

A PARTY of Illinois Central officers recently had occasion to visit a small southern town and arrived in time to breakfast at the hotel. In the party were C. G. Richmond, E. F. McPike and J. R. Breidenstein, Chicago, and J. L. Sheppard, Memphis. According to Mr. Sheppard, Mr. Richmond essayed to order the meal.

"Have you any cereals?" he asked the negro waiter who had escorted them to a table.

The ducky was dumbfounded at the foreign expression. Mr. McPike offered his assistance.

"Have you any oatmeal, corn flakes, grape nuts?" inquired the superintendent of perishable freight service.

The only reply from the colored servitor was a gasp.

"Boy, have you any breakfast food?" asked Mr. McPike.

This was getting down to terms, and the descendant of Ham replied:

"Yas, suh, boss, yas suh! Ham an' eggs."

But Surely It Wasn't

The kindergarten had been studying the wind all week—its power, effects, etc.—until the subject had been pretty well exhausted.

To stimulate interest, the teacher said, in her most enthusiastic manner: "Children, we were going to Baton Rouge to witness the football game yesterday afternoon. As the train approached one of the stations something came softly in and kissed me on the cheek. What do you think it was?"

A pretty little girl in the rear shouted: "I know! It was the conductor, because when he took my ticket he told me I was a very pretty girl and kissed me, too."

—C. E. G.

Wild Enough

A great many years ago the Illinois Central ran only a few passenger trains each way a day on the Clinton district, all the freight trains carried passengers, and ex-

tras were called "wild" trains. At a certain station on this district the agent had to make a mail train at 4:30 a. m.

An Irishman named McCarthy, who lived several miles in the country, came into the station all out of breath, just after the train had gone, asked the agent about the train and was told it had just left. He then asked the agent when he could catch the next train and was told there were no more trains that day. Then the agent happened to think and said, "You might catch a 'wild' train, Mike."

"What's that?" asked Mike.

The agent replied, "You might catch a 'wild' train."

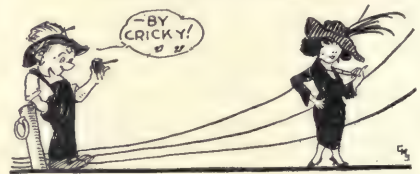
"The tameest of thim is woild enuff for me," said Mike.

A Dealer in Futures

Some time ago a young man went to a great store in Chicago to apply for a position, and was fortunate enough to be shown into the office of the merchant prince himself, to whom he stated the object of his call.

The merchant was favorably impressed

Times Have Changed



The blacksmith shop sells gasoline,
The village drugstore now
Sells lipsticks to the village queen
Who used to milk the cow.
Amusement still the village has—
Instead of checkers, now it's jazz.

The farmer used to pound a nag,
Upon its bony thighs,
But now-a-days to plow or drag
The farmers tractorize;
And every night to town they go
To see the moving-picture show.

And Mother! Mother used to wear
A black alpaca dress
All out of style, and didn't care,
But now she's more or less
In style—in fact it seems, by jing,
The style is less, if anything.

The good old days have passed away;
The good old times are gone.
The farmer of the present day
Is still up at the dawn,
But not to go to work—instead,
Because he hasn't gone to bed.

—The Crescent.

with his appearance and address, and after asking him a few questions relative to his business experience, promised him a place in his employ. But the caller, who evidently had expected to be more rigorously catechized, thought it best to volunteer additional information.

"If you wish," he began, "to know something of my antecedents——"

"I don't care to know anything about your antecedents, young man," interrupted the merchant, with a smile. "If your subsequents are all right, you'll do. You may report to Mr. Smith next Monday."—*Everybody's Magazine*.

Chance to Profit



Rafferty, of the Old Sod, and MacPherson, a Scot, were miners together. One day Rafferty accidentally emptied his pipe on a keg of powder, and when he came down it was on the installment plan. Mac's grief was genuine, but finally he dried his tears and went off to notify Mrs. Rafferty.

"Is this the Widow Rafferty?" he asked when a woman appeared at the door.

"'Tis Mrs. Rafferty I am, but no Widow Rafferty," she snapped.

A businesslike gleam came into MacPherson's eye.

"An' how much will ye bet?" he demanded.—*American Legion Weekly*.

Pigs Is Pigs

A woman got on the train at a small town with a kitten in a box.

"You can't carry a dog on the car," explained the conductor politely.

"But this isn't a dog," protested the woman. "This is a cat."

"It doesn't make any difference," returned the conductor. "The rules of this company must be obeyed."

"But," again protested the woman, "that man over there has a large mud turtle."

"That's different," explained the conductor. "Mud turtles are insects, while cats are dogs."—C. E. G.

Popular Lies

I'm crazy about you.

I'll drop in and pay you back next week.

I shall never love another.

How sweet you look!

Wasn't it too bad you were not at home?

I never in my life did so badly.

I told her just what I thought of her.

My wife and I never have a cross word.
No, darling, I never kissed another.

—TAG.

The Joke's on Her



"I woke up in the night and found my wife going through my pockets."

"What did you do?"

"I turned over in bed and laughed."—*Wheeler's Magazine*.

Do You Know That—

Puget Sound does not come from an organ?

Muscle Shoals is not a wrestler?

There is no wood in club sandwiches?

Rebecca did not go to the well with a baseball player when she went with a pitcher?

The Mexican border does not pay rent?

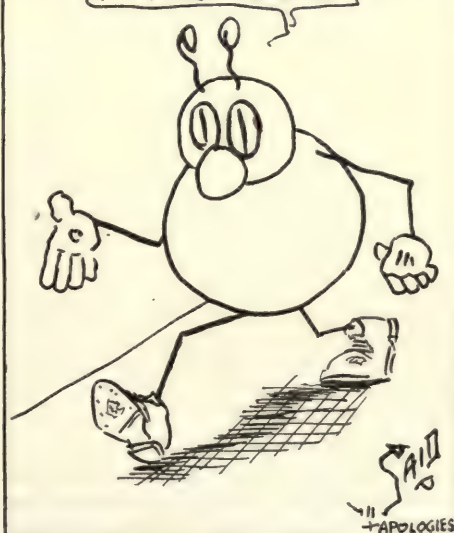
Rex Beach is not a bathing beach?

The Kentucky Derby is not a hat?

And I did not originate one of these sayings?—G. T. M.

INKID SAYS—

A MAN'S STENO MAY
LEAVE A WORD OUT ONCE
IN A WHILE - BUT HIS WIFE
NEVER DOES



New Scale Is Installed at Centralia Yard

*Conforms to Interstate Commerce Commission's
Requirements for Uncoupled Motion Weighing*

IN order to conform to the Interstate Commerce Commission requirements for uncoupled motion weighing and to facilitate the movement of cars through our Centralia, Ill., yard, it was decided to abandon the present method of coupled motion weighing before cars are placed in the receiving yard and to locate a scale on the hump, so that cars may be weighed and classified in one operation.

Taking into consideration the special features which would be required in the scale when located on the hump, a special study was instituted to make a comparison of the present type scales in use on the Illinois Central System as compared with other types of scales being manufactured, some of which were in service on foreign lines.

Knife Edge Scale in General Use

The type of scale now in general use on the Illinois Central System is what is known as the knife edge scale, which consists of a structural steel bridge supported on eight transverse levers and four longitudinal levers; it is commonly called a four section scale. These levers are supported on cast iron stands provided with compensating bearing blocks and knife edge bearings. There is no actual connection of one lever to the other, the only connection being through the contact of the knife edge in the upper lever upon the bearing block in the lower lever. These knife edges become rounded through use, and there is a tendency for misplacement on account of vibration. The capacity of this type of scale in common use is 150 tons.

In order to eliminate as much as possible the wear on these bearings, a dead track is provided over the scale for the passage of locomotives and cars which are not to be weighed.

The dead track is supported on transverse structural steel beams supported on the side walls of the scale pit. The center line of the dead track is one foot four inches from the center line of the live track.

Due to the large amount of traffic handled through Centralia, it was decided that the use of a knife edge bearing scale, which would, of necessity, require a dead track, would greatly hamper the rapid movement of cars over the hump.

New Plate Fulcrum Scale Chosen

It was therefore necessary to use a type of scale designed without knife edge bearings and which would be of sufficient

strength to permit eliminating the dead track and withstand the heavy traffic of all cars and switch engines passing over the live rails. To meet these requirements it was decided to use a plate fulcrum scale.

The plate fulcrum scale differs from the knife edge scale in that it is of such design that there is no dead track required. This scale consists of a structural bridge supported on four transverse levers and two longitudinal levers and is commonly called a two-section scale.

The load of one lever is transmitted to the other through small flexible columns, or plates, which form the fulcrum and from which it obtained the name of "plate fulcrum."

These plate fulcrums maintain the constant relation of one lever to the other irrespective of vibration or load.

In a great many scale installations, the weighing of cars is made subservient to the operation of the yard. However, a well defined track or yard operation has been instituted at Centralia for a number of years. The classification of cars is very heavy, amounting to more than two thousand in a 24-hour day. It was therefore necessary to put in a scale installation that would not interfere with or retard the operation of the yard.

The capacity of the scale is 200 tons, and the length of the live rail is sixty-two feet.

The patents for this scale are owned by Fairbanks, Morse & Company.

Scale Has Mechanical Hump

The scale facilities at Centralia are located at the present hump between Yards "A" and "B" and are equipped with a mechanical hump which can be raised and lowered to compensate for the change in car resistances caused by temperature changes.

The track scale has been located just above the apex of the original hump, so that after passing over the scale the cars would receive the same momentum as heretofore to carry them in the classification yard.

The design of the scale facilities was based upon handling six cars a minute over the scale. In determining the distance and elevation of the mechanical hump above the scale, in order to permit the proper interval between cars so that one car would not foul the scale before the other car had passed off, calculations of intervals took into account the following items:

Speed of approach to hump ranging from one to three miles an hour;

Variable car resistances due to summer and winter temperatures;

Weight of light and heavily loaded cars;

Variable length of wheel bases of cars from twenty-seven feet to forty-four feet.

Scale Installed on 1 Per Cent Grade

In order to meet all of the foregoing conditions and at the same time allow the cars a sufficient length of time on the scale, it was decided to locate the mechanical hump sixty feet from the scale proper, which places the center line of the mechanical hump 116.5 feet from the center line of the scale and at an elevation of 2.16 feet above the center line elevation of the scale with the mechanical hump in the minimum position. In the maximum or winter position, the elevation will be 2.451 feet. In order to maintain a uniform rate of speed for cars while passing over the scale, the scale has been installed on a 1 per cent grade.

The Centralia plate fulcrum scale installation is unique in that it is the first plate fulcrum scale to be installed with a Streiter Amet automatic recording device. The use of this type was desired in order to have a substantiating record of car weights which could not be tampered with, and it was thought the company would experience considerable trouble in maintaining competent weighmasters for hand weighing.

The scale and hump pits are of reinforced concrete construction and supported on creosoted piling. The scale house and hump foreman's office are of frame construction, with large plate glass windows; being located on the side of the hump embankment, they were constructed on concrete foundations which provide a basement utilized for hot water heating plant, storage of coal and toilet facilities. Heat is provided in the scale pit and furnished from the scale house plant.

Work on Scale Begun June 10

The driving of pile foundations for these facilities was started on June 9. The contractor started laying water supply lines on July 10 and shortly afterward began work on the pit and buildings, which were completed by the contractor on September 30.

Installations of the mechanical portions of the hump and scale were made by machinists furnished by Fairbanks, Morse & Company, and the structural steel portions were installed by company bridge gangs. Installation was started on September 1 and completed October 14. Immediately after the installation of the scale, heating work was installed by the heating contractor and electrical work was installed by company forces.

Tests on the scale were started October 12 with two test cars and an engine. Two adjustments only were required to make the scale weigh within twenty pounds under a load of 200,000 pounds—spot weighing. An 8-pound weight on the rail caused a movement of the weigh beam, which indicates the sensitiveness of this scale.

Motion weighing with cars going over the hump was started on the 13th and showed results within 500 pounds of spot weight. Further adjustments were made to correct this discrepancy, and the facility was placed in service at noon on October 28.

The new scale and its installation cost more than \$80,000.

A VETERAN OPERATOR



Mrs. M. R. Addison, the oldest woman operator on the Louisiana division, entered the service in March, 1890, as an operator at Magnolia, Miss. In 1916 she was transferred to operator at Yazoo City, a position which she has been holding ever since.

HAVE AN IDEAL—AIM AT IT

Aim for the highest, never speculate, never endorse beyond your surplus cash fund; make the firm's interest yours; concentrate; put your eggs in one basket, and watch that basket; keep expenditures always within revenues; lastly, do not be impatient, for as Emerson says, "No one can cheat you out of ultimate success but yourself."—ANDREW CARNEGIE.



Accident Prevention in a Schoolroom Song

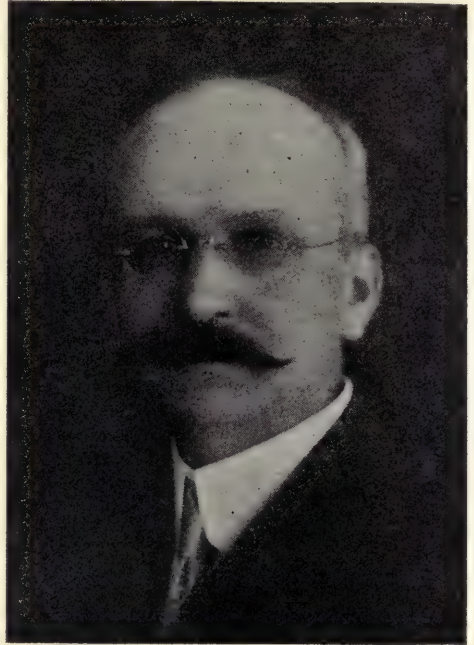
THERE is a man in Illinois who is entitled to some kind of service medal for saving lives. He has adopted a unique plan for conserving life that exemplifies the ancient adage that "an ounce of prevention is worth a pound of cure." The man is D. Walter Potts, superintendent of schools at East St. Louis, Illinois, and the plan he is putting into practical operation is the inculcation into the receptive minds of pupils in all the schools over which he has supervision of simple and fundamental precautions which make for the greatest measure of safety from the commoner forms of accidents.

In this connection, Mr. Potts has written a song called "Safety First," which has been set to music and is daily sung in all classrooms in the public schools of East St. Louis. The song is arranged for male, female, or mixed voices, so that it can be readily adapted to the requirements of any schoolroom.

"Realizing the power of rhythm and song, and knowing how readily children participate in any activity where these two factors are present," Mr. Potts says, "I composed the song for use in public and parochial schools, at meetings of civic organizations and, in fact, at any gathering where people are assembled together."

"In East St. Louis we sing this song in all classrooms, and we find the children ready to sing it immediately after the opening of school, before or after noon intermissions and before afternoon dismissals."

"We have 11,132 pupils enrolled in East St. Louis public schools. We have a first-class motion picture machine in our high school auditorium, and the words of the



D. Walter Potts

song 'Safety First' have been placed on slides for use when persons of all ages are assembled in the auditorium."

The words of Mr. Potts' song are as follows:

1

In the streets we should not walk, Safety First,
Safety First,
Many dangers there do stalk, Safety First, Safety First,
But when forced to use the street, walk on left side,
be discreet,
Fewer hazards you will meet, Safety First, Safety First,
Fewer hazards you will meet, Safety First.

2

We must stop and look and listen, Safety First,
Safety First,
As if done by intuition, Safety First, Safety First,
Then when crossings we are near, will be able all to hear,
Danger signals front and rear, Safety First, Safety First,
Danger signals front and rear, Safety First.

3

Crossing streets at intersections, Safety First, Safety First,
Lessens the hazard for pedestrians, Safety First, Safety First,
Look to the left and then the right, utilize the sense of sight,

A Good Thing to Remember!

When you take a walk
and
When you take a fliv,
Take another thing—a
look—
and
Do your best to live.
A person can prevent
the worst
By memorizing
"Safety First."
—C. E. G.

Eliminate potential fright, Safety First, Safety First,
Eliminate potential fright, Safety First.

4

To the driver's information, Safety First, Safety First,
Of the car and its operation, Safety First, Safety
First,

Should be added zealous care, for all traffic every-
where,

And of accidents beware, Safety First, Safety First,
And of accidents beware, Safety First.

5

All must learn the regulations, Safety First, Safety
First,

Governing motor transportation, Safety First, Safety
First.

Then with universal heed, to the greatest danger,
speed,

We shall all adopt one creed, Safety First, Safety
First.

We shall all adopt one creed, Safety First.

6

All must give consideration, Safety First, Safety
First,

Resulting in a declaration, Safety First, Safety First,
That the rights of all mankind shall be constantly in
mind,

The Golden Rule applied sublime! Safety First,
Safety First,

The Golden Rule applied sublime! Safety First.

War Memorial Dedicated at Vicksburg

Four former Illinois Central System employees' names are on the final muster roll of honored dead which appears on the recently unveiled Vicksburg-Warren County (Mississippi) soldiers' memorial, a picture of which is shown herewith.

The men who were once in the service of this company and who gave their lives for their country were: William Carey Crouch, trainman; Charles Henry Rogers, yard clerk; Sam Nelson and Tony Pichetto, employed in the car department. Crouch, it is said, was associated with the government transportation department while in France.

Captain Will Percy, who delivered an ad-

dress on the occasion of unveiling the memorial, is the son of Leroy Percy, former United States senator from Mississippi. With his father, Captain Percy is associated in the law firm of Percy and Percy, local attorneys representing the Yazoo & Mississippi Valley at Greenville, Miss.

The memorial bears the names of fifty-one officers and privates, sixteen of whom were negro soldiers.

The inscription reads:

"Vicksburg-Warren County Memorial. Let Us Hold in Honored Memory Those Who Died for Their Country in the World War, 1917-1918. Roll of Honor. That Their Names May Live With Their Valor."



New soldiers' memorial at Vicksburg, Miss.

Traffic Department

Simplification of Freight Tariffs Sought

By R. A. TROVILLION,
Assistant General Freight Agent, Chicago

AN agent recently told me that he supposed freight tariffs are complicated because the general freight agents assume agents are as capable rate men as those who make the tariffs, and he then explained how very little time an agent has to familiarize himself with rates and classifications.

This shows the necessity for simplification of freight tariffs, although in view of the many changes in rates in the last five years it is not an easy problem to solve.

In our efforts toward simplification it is necessary to bear in mind the rules of the Interstate Commerce Commission and the various state commissions, which must be observed in the compilation of our tariffs.

Simple Tariff Gets Business

The Chicago General Freight Office has given much thought and time to the question of uniformity of rules, station indices, minimum weights and other details that go to make up a tariff. We have long realized that a comprehensive and simple tariff is an excellent solicitor for the railroad issuing it. A shipper routing a competitive car is naturally going to use the tariff which expresses the rate in the simplest form, rather than a tariff containing explanatory footnotes, exceptions and leaving room for doubt as to the application of the rate.

We point with pride to the fact that for the twelve months ending December 1, 1922, we have issued 179 tariffs and 353 supplements, containing 5,181 pages of rates, with practically no criticism from the Interstate Commerce Commission.

In May, 1922, when the Interstate Commerce Commission issued its decision in Docket 13293 (Reduced Rates, 1922) ordering a 10 per cent reduction in rates, seventy-seven tariffs issued by this office were affected. The order became effective July 1, on three days' notice, and, because of the short time allowed the carriers to comply with it, the commission authorized the issuance of so-called "blanket" supplements containing tables by which the old rates could be reduced.

Knowing the inconvenience of this form

of tariff to shippers and agents, our tariff men worked day and night during June, and as a result we had issued, effective July 1, 1922, sixty-nine tariffs or supplements, containing 1,228 pages of specific rates, which left only eight tariffs to be included in our "blanket" supplement.

Made a Record in Revision

These sixty-nine issues represented 70 per cent of our total tariff pages affected by the order, and, so far as we have been able to learn, this is the best record made by any road except those having comparatively few tariffs to issue.

The various freight associations are constantly striving for simplification of individual and agency tariffs.

The Central Freight Association roads have, within the last year, organized a Tariff Simplification Committee consisting of representatives of eleven C. F. A. roads. These men meet once each month, analyze tariffs and suggest changes to make them less complex. Considerable progress has been made by this committee, and no doubt roads in other territories will follow their example.

We invite criticism and suggestions from shippers, outside representatives and agents in connection with our tariffs. We want them also to call attention to our errors.

While we take every precaution to prevent errors in our issues, they are bound to creep in. Laymen observe mistakes when they are not looking for them; yet these same errors are overlooked by trained men who compile the tariffs and read the proofs.

The Perils of Proof-Reading

William Morris, English poet and publisher, who established the Kelmescott Press in 1890 at Hammersmith, which he made famous by the publication of *de luxe* editions of "The Beowulf" and of Chaucer, planned an issue of the Bible which would be the supreme achievement of the printers' craft. Every detail—paper, type, binding—was given special care.

When the text had been set up and the proof read, the proofs were hung up in the workshop, and a prize of one shilling was offered for every error discovered. A good many shillings were won, and the errors were corrected and new proofs displayed with a prize of one pound for each error

found. For the third time the process was repeated, this time the prize being five pounds.

Then several teams read the entire Bible backward. This method, breaking up all association with the sense, comparing each letter and space and punctuation mark with the original "copy," was supposed to insure perfection.

Finally, when no errors could be found, they went to press and found—when it was too late—an error confronting them on the title page!

An eminent psychologist says mistakes of this kind are due to the fact that the

proof-reader gets too interested in the subject matter—that his attention wanders from the ink marks to the sense. Perhaps some of our tariff errors are attributable to this cause.

From the foregoing it will be seen that the making of tariffs is a highly specialized work, and their simplification must of necessity require much study. However, the vast amount of work already done in this direction encourages us in the belief that the accomplishment of the desired end is not in the far distant future, and when that time comes freight tariffs will be easy of interpretation.

Northern Lines Meeting Discusses Fuel

A meeting of the General Fuel Conservation Committee was held in the Rose Room of the Great Northern Hotel, Chicago, Tuesday, December 12. This meeting was called to discuss ways and means for substantial improvement in our fuel consumption in all classes of service. It was attended by eighty persons. In addition to the general committee, there were representatives from almost all classes of service from each of the Northern Line divisions—superintendents, trainmasters, master mechanics, traveling engineers, roadmasters, instructing firemen, supervisors, chief dispatchers, general yardmasters, conductors, engineers, firemen and chief yard clerks.

Much interest was taken in the discussion at this meeting, and many good points were developed. The principal causes for increased fuel consumption on the St. Louis and Springfield divisions were reported to have been the kinds of coal and water used the last three months.

The new mine, No. 12, at Herrin, of the Madison Coal Corporation, which is now under development, is producing coal that is unsatisfactory, as it contains a considerable amount of slate and refuse that has been shattered as a result of the use of an excessive amount of powder in shooting it down. This refuse has not been removed by the mine. It is expected, however, that this condition will improve as the entries of this mine are further developed, as this will enable better care to be exercised in the picking out of the refuse particles.

On account of the increased demand for the coal from Herrin mines Nos. 8 and 9, the St. Louis division has had less of this better coal and more of the No. 12 coal, which also contains a seam of dirt, which zig-zags through the coal in such a manner as to be difficult to remove. As soon as

the coal is shot down, this dirt mixes with the coal, resulting in decreased heating efficiency.

The committee will take this matter in hand at once and will handle it with the Madison Coal Corporation for an immediate improvement. It was thought that by placing more pickers at the mine it would be possible to remove much of this objectionable refuse.

The recent shortage of water on the St. Louis, Springfield, Illinois and Indiana divisions has necessitated the running of water trains, which further increased the volume of freight business on the line of road and which aggravated the delayed conditions that the trains were already suffering. This caused an extra consumption of fuel. The water hauled has been rather unsatisfactory, in many instances, due to its foaming properties, and there has been an occasional temporary shortage of the anti-foaming compound. This feature, however, will be corrected at once. Requisitions will be made for this compound promptly and approved without delay.

The "19" train order was considered, and it was apparent that the increased use of it was favored by all present to reduce the delays and extra fuel consumption incident to the use of the "31" train order.

The mechanical inspection of cars at junction points was considered. It was reported that there were many more foreign cars on our line than usual and that their condition, generally speaking, was not as good as ours.

It was suggested that our water facilities be looked into, for the reason that at several points where we depend upon the city supply for our locomotives we have been cut off when the supply of water began to diminish, necessitating the hauling of water from elsewhere for locomotive use.



New Orleans Welding Plant Saves Money

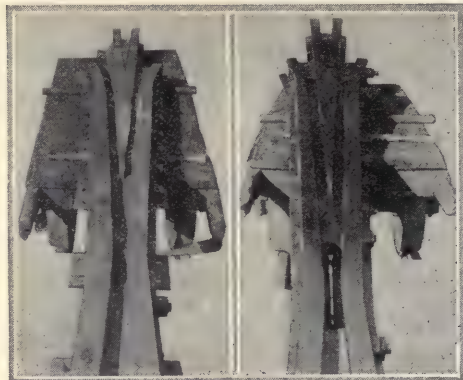
By G. A. FOX,

Accountant, New Orleans Storehouse

The Illinois Central System is now maintaining and operating, in connection with the store department, roadway welding plants at several points which have attracted wide interest, due not only to the new method of reclaiming track material but also to the remarkable saving made in this class of material.

At New Orleans the work, which consists mostly of repairing worn-out frogs and switch points, has developed to such an extent that the scrap trains now carry an extra flat car to collect material to be repaired. As the train moves about, the frogs are classified by the track supervisor. Those that are not too badly worn at the point or that have only one wing broken are placed on the extra flat car. At the plant the frogs are unloaded on long ramps and are placed side by side, so as to be easily accessible for inspection.

One welder and helper do all the work. The shop equipment consists of cutting and welding apparatus, a forge, an air riveting hammer, a portable air grinder and overhead trolley. First, the frogs are inspected



Frog before and after welding

and broken wings are replaced by good ones from another frog of similar size and pattern of rail. Rivets on the base plates are then renewed and tightened up all around. Worn down points and wings are then built up to the former size with a welding torch. After cooling, the frog is brushed off with a steel wire brush and painted black. The date and number of the frog are then stamped with steel letters on the guard wing for future observation in service. After the ends are painted yellow, to designate that it is a repaired frog, it is ready for service. Switch points are repaired in much the same manner.

Main line and ground throw switch-stands are being so successfully repaired that it is difficult at first to distinguish them from new material. Owing to their few movable parts, they are easily repaired. Throw levers are riveted and then welded to the staff. Shoulders on notches in the base are then built up to proper size. Targets are removed, straightened out and replaced. After the old paint is burned off a new coat is applied, and the switch stand is again ready for service.

The cutting torch has also been indispensable to the bridge and building department in cutting shapes and structural steel, both in place and on the ground.

Location of the plant at New Orleans is

Illinois Central Magazine



Method of handling frog to be repaired

Eighty-eight



Switch stands before and after welding

ideal, as it draws on both the Yazoo & Mississippi Valley and Illinois Central main lines, including the New Orleans terminal, for second-hand material. It is equally as



Repairing switch material

well situated for distribution of the repaired material. Records are kept showing the exact cost of repairing the various items, and monthly statements are prepared showing the savings effected by using the repaired articles instead of new ones. At this point this saving runs approximately \$500 a month, or \$6,000 a year.

Indiana Division Loses a Popular Surgeon

In the death of Dr. J. T. McDonald at West Baden, Ind., November 14, the employes of the Indiana division of the Illinois Central lost a good friend. Many are those whom the doctor helped not only by administering to their physical ailments but also by being a real friend in various ways. Below is an editorial taken from the Mattoon *Daily Journal Gazette* which expresses the feeling of Indiana division employes:

"In the death of Dr. J. T. McDonald, Mattoon has suffered a severe loss, second only to the loss that this community suffered in the passing of Dr. C. B. Fry. Doctor McDonald practiced medicine because he wanted to minister to the suffering, not because he wanted to accumulate money. We doubt not that had Doctor McDonald been a man of wealth he would have almost completely confined his practice to those persons who could not afford to pay for service. Apparently he had no desire for money; all he wanted was enough to live on, enough to give him greater opportunities for study and to extend his work of charity. He was a generous, considerate, capable, kind, charitable man, whose untimely death is mourned in many homes in this community."

Doctor McDonald was born in St. Louis, Mo., November 15, 1861. When a small child, he came with his parents to Shelbyville, Ill. There he attended the public school and grew to manhood. He was graduated from the College of Physicians and Surgeons in St. Louis March 23, 1898, and began practicing his profession in Taylorville, Ill. In



Dr. J. T. McDonald

1901 he took a post-graduate course in the New York Post-Graduate Medical School. In 1902 he came to Mattoon to practice medicine. In 1907 he took a post-graduate course in the Illinois School of Electro Therapeutics and a course in the Post-Graduate Medical School and Hospital of Chicago, while in 1914 he took a course in the University of Vienna.

He suffered a slight stroke of paralysis December 5, 1921, and another October 7, 1922. On November 7 he went to West Baden for the benefit of his health; there he suffered the third stroke November 14, passing away November 16. Doctor McDonald is survived by one sister, Mrs. M. J. Casey, and one brother, Dave McDonald, both residing in Mattoon.

The man who cannot control himself cannot control anyone else. Consider the foremen, the superintendents and the managers you know who are most successful. Study them and you will find that their success in properly handling men comes from their ability to properly handle themselves.—JAMES K. SLEE, Vice-President of the Three-in-One Oil Company.

HOUSE PLANS FOR OUR READERS

Southern Pine

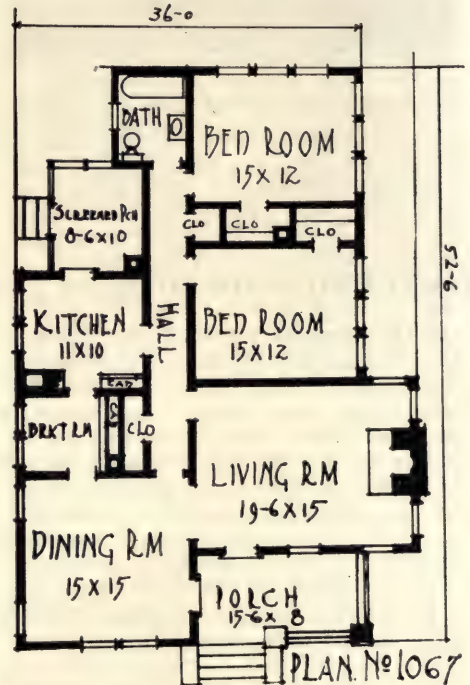
Winter evenings offer ample time for deliberate study of house plans, and many employes who hope to build homes in the spring gather their families about them in warm living rooms, while the wind is howling outside, to discuss home needs and desires. The children listen to their parents' discussion of the practical and economical side of home-building, and occasionally the younger minds offer suggestions that are helpful. It requires the ideas of the whole family to plan a home that will be perfectly satisfactory, and careful consideration should be made before a final decision is reached.

The *Illinois Central Magazine* has been trying to aid its readers, who may be planning to build homes, to select a plan that will just suit. The pictures and plans of practical houses have been published in each issue for several months. The plans are of houses that have actually been built, and they have been different each time.

The picture and plan presented herewith are of a 5-room home with plenty of closet, porch and hall room. This design is typical of the fifty to be found in a booklet of modern homes which can be obtained free of charge from the magazine office, through the courtesy of the Southern Pine Association of New Orleans. In addition, the American Wholesale Lumber Association has offered to arrange for the co-operation of lumber dealers and will give expert advice to communities desiring to organize

building and loan associations to finance home-building.

Many of the booklets have been sent out to employes. Hardly a day passes that the magazine office does not receive letters from employes asking for the booklets.



CLAIMS DEPARTMENT

Took the Engine Crew's Word

Mose Davis, a negro, sued the Yazoo & Mississippi Valley Railroad at Cleveland, Miss., for \$300 on account of damage to a horse which, it was claimed, was struck by a train. The plaintiff and another negro testified that the train chased the horse along the track, overtaking the animal, and that the engine struck the horse, breaking the horse's leg.

The testimony of the engineer and fireman was that, as the train approached, the horse started running along the track ahead of the train; that they slowed down and blew the stock alarm; that the engine did not overtake the animal or strike it, but that the horse finally jumped off the track and, in doing so, struck one of its hind legs against the rail of the track, breaking its leg. The jury accepted the story of the engineer and fireman and returned a verdict for the railroad.

Hunter Archer was the engineer; Arthur Bridges, the fireman.

Accidents at Crossings

The accident at Bovina a few days ago and the heavy toll of precious human lives which it collected—the lives of little, innocent, happy children—but calls to our attention once more the fact that no one, no matter how clever a driver he or she may be, can approach with too much caution a railway crossing, the very existence of which is a direct and ever-present signal of danger. The more obscure a crossing is, the less easy to see the track on either side, the more caution should be exercised, and when the track is plainly visible on both sides, do not cross until you have made sure the way is clear and safety is assured.

Do not fool yourself into the belief that you are taking a sporting chance—a true sport does not take a chance, especially an uncertain one, where the lives of others, perhaps women and children, are involved. And another thing—a true sport does not take an uncertain chance with his own life unless he has no other alternative. What would you think of the fellow who took his little trusting child by the hand and deliberately stood in the path of an approaching

mad dog, a poisonous rattlesnake or a maniac armed with a pistol?

The people in the car which you are driving are trusting not only your expert efficiency but your honor and your power to control your mind as well as your hand.

The railway companies use every known device within the ken of the human brain, their railroads are equipped with every invention known to science to guard against such accidents, yet they are called upon yearly to pay out vast sums of money to appease the victimized families where some precious life has paid the penalty of another reckless automobile driver.

In one such instance, where an accident of this kind lost the lives of several people, the engineer, who was absolutely free from blame, was, nevertheless, unable ever afterward to make a run because of his shattered nerves; this, too, in spite of the fact that he knew no other profession and had a large family dependent upon him.

"Use Precaution" is a good motto to guard against danger.—*Utica (Miss.) Leader.*

Arizona Makes Crossings Safer

The Arizona Corporation Commission, in line with the action of other state public utility commissions, recently issued the following:

"General Order No. 87-A, To All Operators of Motor Vehicles Transporting Persons or Property for Compensation:

"Effective at once, all individuals and companies engaged in the transportation of persons and property for compensation within the State of Arizona are required to stop each and every motor vehicle engaged in such transportation service before crossing over any steam railroad, such stop to be made not less than fifty feet nor more than seventy-five feet from the nearest rail of the railroad over which the highway crosses, except where such crossing is a guarded crossing protected by gates or a flag controlled by or operated by an employee of such railroad.

"After making the stop herein required, the driver or operator of the motor vehicle shall carefully look in each direction for approaching cars or trains and shall not start his vehicle until it is ascertained that

no cars or trains are approaching the crossing in either direction."

More Rhyme Than Reason

Here is a poetical claim for damages that has been going the rounds of the newspapers. As it happened, it was not filed with the Illinois Central System.

"My mule got on the railway track, and got knocked off one day, and every time she hears a train, she tries to run away. I started to the field one day and told the boy to fetch; she jerked him down and ran away, and it took me all day to ketcher. I rented a little swaybacked mule from a neighbor living near, and when I hitched him to the plow he kicked off all the gear.

"Of course, it set me back some to have her bruised and maimed; and I haven't heard a word from you about the damage claimed. The engineer was running his train just as fast as—well; anyhow, he never blowed the whistle and he never rang the bell. It struck her right at planting time and made my crop all late; I couldn't get a mule to plow and had to sit and wait.

"When I filed my claim for damages, I thought for sure she'd die; it bruised her on the hip and breast and cut her neck and eye. Please write at once and let me know what you think I can do, for I need a little dough right now to sorter help me through."

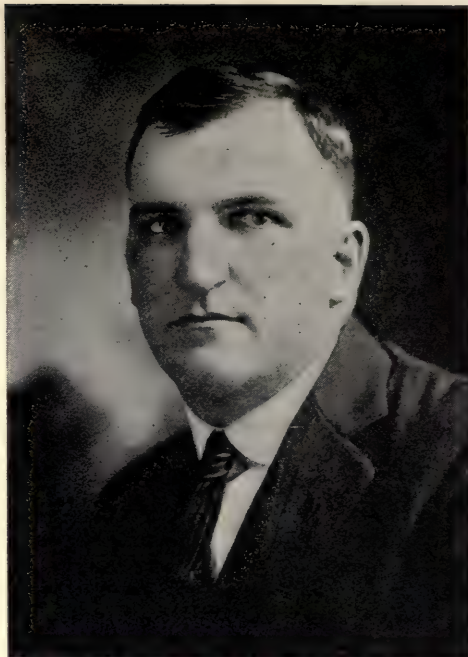
Helps the Claims Department

J. P. Murphy, our agent at Yazoo City, Miss., was born in Yazoo City, Miss., April 17, 1892. He received his education in St. Clara's Academy and the Yazoo City High School. He entered the service of the Yazoo & Mississippi Valley Railroad as warehouse clerk in January, 1911, and worked through the local freight office as abstract clerk, bill clerk and chief clerk, until he was appointed agent in April, 1916, a position he is now filling.

He was married October 26, 1920, to Miss Louise Stubblefield of Yazoo City. In November, 1921, Joe, Jr., was born. Mr. Murphy's principal business now, outside of the railroad, is trying to raise Joe, Jr., to be as large a man as he is.

Mr. Murphy is connected with the Chamber of Commerce as a member of the transportation committee and is a member of the Yazoo City Gun Club, where he spends some of his leisure moments breaking clay pigeons. He is one of the best known and best liked men in Yazoo County.

Mr. Murphy is always able to find time to assist the claims department; in fact, he feels that any part of the railroad's business is his business. His help in preventing



J. P. Murphy

claims and keeping claimants from going into litigation and his good judgment in looking after such matters have saved many hundreds of dollars for the company.
—H. W. H.

ENTERS SERVICE OF C. & O.

M. Welsh, former chief special agent of the Illinois Central System, was appointed chief special agent of the Chesapeake & Ohio Railway Company, with offices at Richmond, Va., October 15. Mr. Welsh was in the service of the Illinois Central between 1893 and 1914. He first started to work as a patrolman and special officer in the Chicago terminal and was transferred to the general roundhouse police department the next year. In 1898 he was appointed chief special agent of the Western Lines, with headquarters at Waterloo, Iowa, and served in that capacity until 1905, when he was promoted to chief special agent of the Illinois Central, Yazoo & Mississippi Valley and Indianapolis Southern. He served as freight inspector for the Illinois Central from 1910 to 1914, and then became the chief special agent of the Seaboard Air Line Railway and the Old Bay Line Steamship Company, with offices at Norfolk, Va. He remained in the latter service until his recent appointment. Mr. Welsh is the father of Maurice A. Welsh of Waterloo, Iowa, superintendent of the Waterloo, Cedar Falls & Northern Railway Company.

HOUSE PLANS FOR OUR READERS

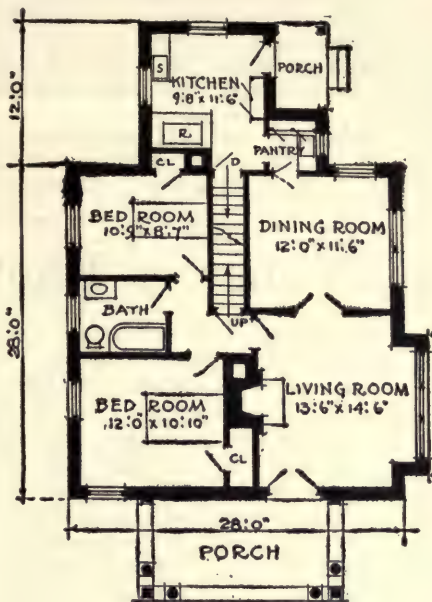
Concrete

It is just as important for a home to have personality as for its owners. This 5-room bungalow, the Malvern, designed in the style of the eastern Pennsylvania cottage, not only expresses a personality of its own but indicates genuine comfort, too.

The large gable gives a size and character to the front that is not often possessed by flatter roofed suburban bungalows. The graceful wood columns of the front porch, with the good architectural proportions of the cornice, will give an air of dignity to this house that is hard to duplicate. The architects desire to have this house set low in the ground by grading up with excavated material around the front and sides, so that the front porch is almost level with the street. This helps to produce the snug effect that adds to the charm of the English and French country cottages.

The living room, which is entered from the porch through folding French doors, has a fireplace and triple window set into a square bay, large enough to place a davenport in. The fireplace is on an inside wall to insure maximum conservation of heat, and the cellar flue is in the same stack. The architects have designed a white pine mantel with brick linings and hearth that will greatly enhance the appearance and comfort of the room. The dining room just beyond is connected by folding doors.

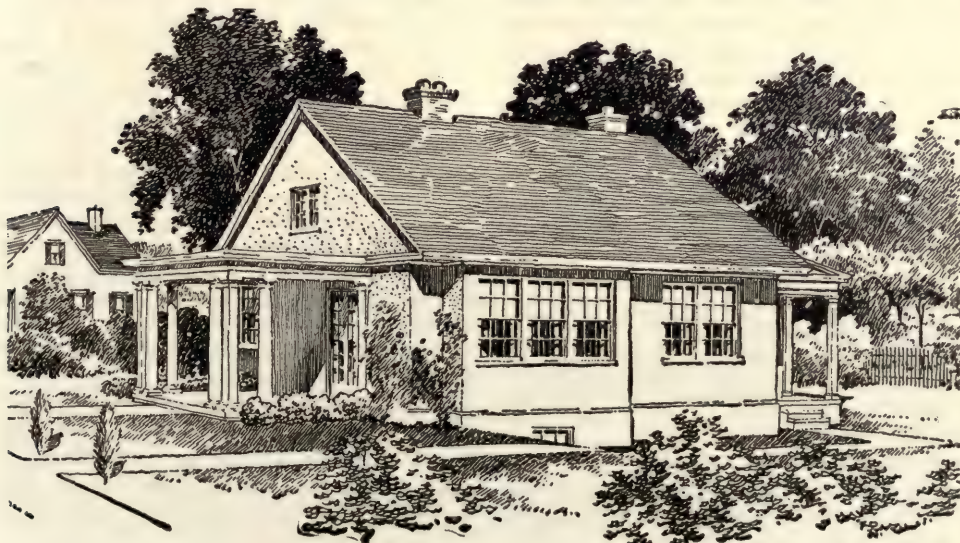
Those who prefer one big living room



FLOOR PLAN

will find that by combining the dining and living rooms shown here, omitting the dividing partition, they will have a fine room more than twenty-six feet long by more than twelve feet wide.

The front bedroom has cross ventilation, and between this and the rear bedroom is the bathroom. They are shut off from the living room by a closed lobby, and from



this stairs go into the attic, which is shown unfurnished.

The cellar contains laundry, fuel and boiler room, storage closet and space for a work bench.

The width of the building is twenty-five feet, and it could stand on a lot thirty-five feet or wider. It is designed for a western or southern frontage. If placed on a lot facing north or east, the plan should be reversed.

This design is taken from a group of twenty-five plans appearing in an elaborate plan book called "Concrete Houses" pub-

lished by the Portland Cement Association, 111 West Washington Street, Chicago, Ill. Through the co-operation of this association we are enabled to publish plans of these portland cement stucco houses each month and to offer our readers this house plan service. The plan book, "Concrete Houses," can be obtained from the editor for 50 cents a copy. A smaller booklet, called "Portland Cement Stucco," containing valuable data on that subject, including photographs of many attractive stucco houses, but not including plans, can be obtained free of charge upon application to the editor.

Importance of Knowing One's Own Duty

By H. E. BRAGG,

Chief Clerk to Superintendent,

Passenger Service, Chicago Terminal

As I was reading President C. H. Markham's article appearing in the *Railway Review* of November 11, one particular item impressed me very forcibly. It was that portion of a paragraph reading as follows: "A very large majority of the employes of the railroads are good citizens who do their duty as they see it and who desire to contribute their share to their country's progress and prosperity."

The thought struck me that any employe would profit from reading it, and yet again I wondered how many of the railway employes really know what their duty is.

Myself a railway worker, having been with the Illinois Central twelve years in different capacities in the operating department, I have had an opportunity to observe the different types of fellow employes engaged in railway work. Coming in close contact with many of them, I found in most cases they were interested in the work assigned to them, but confined their efforts to that particular assignment, thereby making it a sort of daily mechanical routine. Most of them apparently were not interested in conditions outside of their assignment, possibly because in some cases they had not been given an opportunity to familiarize themselves with the work of other positions, and in other cases because they lacked ambition to obtain information other than that connected with their regular job. Consoling themselves with the thought that their duty was being performed by them (as Mr. Markham puts it) "as they saw it" and not having been educated otherwise, they went along from day to day, not realizing that they were lacking in many ways—not particularly in failure to perform their work properly or in fail-

ure to give an honest day's work for what pay they received, but because they did not interest themselves in the work of others working with them, to know whether they could be of any assistance or broaden their own knowledge and at the same time make it possible to increase efficiency in the department as a whole. This co-operation, I think, is essential in each and every department of any business.

I have observed instances which would lead one to think that some particular department of the service was entirely foreign to the rest of the organization. Had duty been considered in the same light as I see it, the department would be a part of, instead of a part in, the organization.

Duty to an employer, to my mind, should be the first consideration of every employe, as it is through the employer that he is enabled to gain a livelihood, and the employer's success necessarily depends upon the employe's ability and willingness to do what is right by his employer.

The success of both is dependent upon each other; therefore, the desire to succeed should be uppermost in the mind of all regardless of the capacity in which employed.

Duty to the employer again should be considered by the employe when it becomes necessary to decide as between the employer and certain factions attempting to poison the minds of the employes by propaganda spread to disrupt an organization that it has possibly taken years of effort and much expense to build up, to establish efficiency and reciprocal confidence, all of which are essential to business success.

If an employe will consider duty from every angle, he will without doubt find many ways to better his own situation, pave the way for advancement and at the same time assist his employer to operate his business successfully.

Maintenance
of Way
Department

Material Means Money

Save It

Treated Timber

Causing timber to decay through abuse is to imitate a parasite.

—Poor Richard III

The Illinois Central uses annually more than 40,000,000 feet of lumber, approximately 4,750,000 feet of which are treated to prevent decay. The cost of the untreated timber is more than \$1,400,000, and 700,000 gallons of creosote oil are used in the treatment of the timber, at a cost of about \$100,000 for oil alone, making the total cost of all timber, including treatment, \$1,600,000, the cost for treated timber alone being nearly \$400,000 a year.

The figures above represent the timber used by our own forces and do not include timber used by contractors or ties and piling.

The purpose of treating the timber is to prevent decay and extend its life. The treatment consists of impregnating the timber with a preservative, which is usually creosote oil. The efficiency of the treatment depends upon the depth of penetration of the oil and the extent to which the untreated portion of the wood is scaled against decay by the treatment.

Cutting, sawing or damaging the treated timber in such a way that the untreated portion of the timber is exposed destroys the effect of the treatment and is an expensive waste of material.

Creosoted material should not be bruised

or handled in a manner likely to cause damage or mistreated with bars, picks, cant or lug hooks in such a manner as to penetrate the treatment. If grab hooks or cant hooks are used, every effort should be made to avoid damage to the timber. It is, of course, sometimes necessary to cut and frame treated timber after treatment, but extreme care should be exercised to see that the work is done in a careful manner and with as little damage to the treatment as possible. Hot creosote oil should be applied to the cut portion in every case. Treated timber should never be used for temporary work, such as forms, shoring trenches, staging or other purposes where untreated timber will answer, as the cost of treatment practically doubles the cost of timber.

AN EXCHANGE OF IDEAS

Business knowledge was never so cheap or so priceless as it is today. Business men are exchanging information frankly and freely, giving and taking from the common store. The "hows" and "whys" of buying, selling, manufacturing—the "rights" and "wrongs" of credits, collections, advertising, correspondence—the "do's" and "don'ts" of custom-service, finance management—all these are now within the reach of any individual who has common sense and industry and a real desire to know.—W. C. HOLMAN.



Many Experiences in 44 Years of Service

*W. B. Curley, Kentucky Division Engineer,
Held Speed Record and Was in Wrecks*

By **GEORGE W. SHAUGHNESSY**,
District Foreman's Office, Louisville, Ky.

WILLIAM B. CURLEY, engineer on the Kentucky division, was recently pensioned after nearly forty-four years of service.

Mr. Curley was born September 19, 1857, in Altamont, Garnett County, Md. His father, Thomas Curley, an old railway man, served as section foreman on various roads for many years and died in 1892.

Mr. Curley was educated in Ohio County, Kentucky, and at the Catholic Brothers' School in Louisville. He began work on the railroad at the age of 15 years, driving a cart. He next carried water and then worked on the section and in various positions until August, 1878, when he began work on the Paducah & Elizabethtown Railroad as brakeman, a place in which he served eleven months.

Following this he served as fireman two years and ten months and was then given an engine on the Paducah & Elizabethtown, now the Kentucky division of the Illinois Central, remaining until 1883, when he had an accident at Fox Run, Ky. He left the service and took a position on the Louisville & Nashville as engineer. In 1884 he returned to the Chesapeake, Ohio & Southwestern, now the Illinois Central, as an engineer on freight and passenger runs. His last runs before being pensioned were trains Nos. 101 and 102 between Louisville and Paducah, runs which he held for nineteen years and six months. In 1894, at the time of the strike, he had been on a vacation. He came back and took an engine, not knowing of the strike. Someone threw a switch, and the engine was thrown on the side and cars piled up.

Set Speed Record for Freight

Mr. Curley was always considered one of the Illinois Central's best engineers. On May 9, 1896, with thirteen loaded freight cars and engine No. 603, he made a record run from Central City to Louisville—127 miles in three hours and thirty minutes—which up to 1900 had not been equaled.

Mr. Curley's most serious accident in his long service on the road was on engine No. 1040, train No. 101, July 20, 1913, when the engine turned over and tumbled down a 12-foot embankment, landing in a wheat field. The engine, tender and baggage car turned over, and all the coaches left the



William B. Curley

rails. The wreck was caused when some boys put a spike between the rail joints. The *Central City Argus* of July 22 had the following to say of Mr. Curley: "When they were removing him from the wreck, Engineer Curley showed himself to be one of the gamest men on record, insisting that the passengers be given first aid. As he was carried from the wreck he made his bearers stop twice so that he could view the scene, remarking that it was 'some spill.' He also asked someone to hunt for his watch."

Another wreck previous to this one happened at what was known as Shegog Curve, west of Central City. Mr. Curley ran the engine's nose about six feet into the mud, one of the most remarkable wrecks in railway history. The engine ran straight down an embankment into a ditch, taking an entire rail out of the track, but the train went on by, bumping over the ties where the rail was missing and climbing back on the next rail. The entire train passed the point where the engine lay in the ditch. Engineer Curley was slightly hurt, but insisted upon completing his run with one arm in a sling.

Praised for Careful Running

Mr. Curley was always a careful runner

and has in his possession numerous letters commending him for careful running. Among these letters, which Mr. Curley prizes very highly, is one from Vice-President L. W. Baldwin, written while he was general superintendent, reading as follows: "My Dear Mr. Curley—Your stopping train No. 101 north of Grand Rivers Saturday, September 11, to avoid hitting a cow was noticed by me with a great deal of pleasure, and I wish to thank you for the interest manifested. If all of our men will display the the same amount of interest that you did in this case, our payments for the killing of stock will soon reach a minimum."

When Mr. Curley made application for pension he claimed continuous service for only 37 10/12 years, on account of being out of service during 1883, but in appreciation of Mr. Curley's exceptional record the company allowed him pension for all the time from 1878. He is now in good health and has the best wishes of all that he may enjoy the rest for many years to come. His is the largest pension allowance of any engineer pensioned at Louisville, Ky.

Mr. Curley is a member of H. Graves Di-

vision No. 485, B. of L. E., of Louisville, Ky., serving as secretary and treasurer for the last thirty-four years; he is also a member of the Knights of Columbus and the Elks. He is a good-natured, jolly man, always with a smile, a man of honor and one who is well liked by the community.

Mr. Curley has been married twice. His first wife was Miss Dooley of Elizabethtown, daughter of J. Dooley, section foreman for the L. & N. His first wife died in April, 1905, and he married Mrs. Sallie Linton White in November, 1914. They now reside at his old home, 1531 Garland Avenue, Louisville.

A LUCKY FINDER

Miss Elizabeth Burkie, employed in the office of the general superintendent of transportation, at Chicago, found \$2,000 worth of first mortgage gold bonds in a downtown Chicago store December 5. The owner was located through a lost and found advertisement in a Chicago newspaper, and Miss Burkie received a reward of \$100 for the return of the bonds.

Memphis Division Has Christmas Booklet



Cover design, Memphis division Christmas booklet

Employees of the Memphis division of the Yazoo & Mississippi Valley Railroad of the Illinois Central System gave their friends a surprise this Christmas by sending out, as Christmas cards, booklets giving information about the division and carrying the pictures of seventy-seven of the officers and employees at the Memphis headquarters. The cover of the booklet, which bore the design shown herewith, was printed in red and green. Information about the division was given as shown on the page next after this, and then came the pictures of the employees, as reproduced on succeeding pages of this issue of the magazine. Inside the back cover was printed the diagram of the division's lines. Much of the work of getting up the booklet was handled by Joe Concklin, division accountant, assisted by F. J. Theobald, chief clerk to Superintendent J. M. Walsh. Mr. Concklin will be remembered by our readers who saw his story regarding Isaiah Smith, coal-saver, in the November, 1921, issue of this magazine.

The employer first learns to respect, then to honor and finally to love the executive who is strict, but just; firm but kind; and this is the executive who will draw out of his men the very best there is in them.—*The Watchman.*

MEMPHIS DIVISION

THE Memphis Division of the Yazoo & Mississippi Valley Railroad extends southward from Memphis, Tenn., to Cleveland, Yazoo City, Gwin, Grenada, Durant and Charleston, Miss., and is also the main source of transportation for the important business centers of Clarksdale, Miss., Greenwood, Miss., and Helena, Ark.

It comprises 535 miles of main track and 145 miles of side track, divided into twelve operating districts. It serves the states of Tennessee, Mississippi and Arkansas. Three thousand employes are required in its operations, the average monthly payroll being \$350,000.

The principal commodities handled are lumber, logs, cotton and cottonseed products. In addition to the business originating on the division, all through business between Chicago and New Orleans moves over the "Low Grade Line" between Memphis and Gwin. This last item alone amounts to 2,000,000,000 gross ton miles a year.

Daily operations consist of 38 regular passenger trains, 23 local freight trains, 16 through freight trains, 7 switch engines and 81 stations. Normal monthly business amounts to 85,000 passenger train miles, 385,000 passenger car miles, 115,000 freight train miles, 240,000,000 gross ton miles and 1,750 switch engine hours.

During the last two years, a total of \$1,750,000 has been spent for improvements, and the Memphis Division now ranks as one of the largest and most important links of the Illinois Central System.



MAJOR J. M. WALSH
Superintendent



W. K. MCKAY
Trainmaster



J. W. REA
Trainmaster



O. A. GARBER
Master Mechanic



H. V. NEVILLE
Traveling Engineer



B. J. FEENY
Traveling Engineer



G. W. RICE
Storekeeper



R. S. MAGEE
Division Agent



H. E. WOLF
Supervising Agent

ROAD DEPARTMENT OFFICIALS



C. A. MAYNOR
Roadmaster



J. D. MCBRIDE
B. & B. Supervisor



M. C. MEIGS
Assistant Engineer



J. CRAHEN
Track Supervisor



S. P. GRITZ
Instrumentman



W. H. WOOD
Track Supervisor



R. S. ABEL
Track Supervisor



H. BRANNAN
Water Works Foreman



L. E. WHATLEY
Track Supervisor



J. W. FOWLER
Track Supervisor



W. H. DARRAH
Rodman



D. L. MEEKS
Track Supervisor

TRAIN DISPATCHING FORCE



P. C. PETTIT
Assistant Chief Dispatcher



A. A. FREIBERGER
Chief Dispatcher



F. D. MUNSON
Dispatcher



A. T. KING
Dispatcher



A. L. CLAYPOOL
Dispatcher



V. E. PETTIT
Dispatcher



G. L. MCALISTER
Dispatcher



W. L. KING
Dispatcher's Clerk



S. A. YOUNG
Dispatcher



R. MITCHELL
Dispatcher



J. E. GULO
Car Distributor



H. O. SHELLMAN
Dispatcher

SUPERINTENDENT'S CLERICAL FORCE



F. J. HEOBALD
Chief Clerk



COLLIE P. SAID
Secretary to Superintendent



E. L. GALLOWAY
Assistant Chief Clerk



LILY GILMER
Secretary to Chief Clerk



BESSIE PHIPPS
Garnishment Clerk



I. H. BROWN
Statistician



STELLA SCHNEIDER
Stenographer



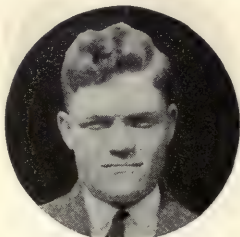
IRENE PAYNE
Trainmaster's Clerk



J. L. ROBERTSON
Utility Clerk



ETHEL WARNER
Trainmaster's Clerk



WYATT SHERRON
File Clerk



MARY LYNCH
Supervising Agent's Clerk



GEORGE GIBSON
Assistant File Clerk

ROAD DEPARTMENT CLERICAL FORCE



G. M. DIGEL
Chief Clerk



BIRDIE CARSTARPHEN
Clerk to B. & B. Supervisor



M. A. KERNODLE
Report Clerk



PATTIE LIGHT
Stenographer



RUTH GALBREATH
Supervisor's Clerk



LERA ASHLEY
Supervisor's Clerk



H. L. BRUCE
Supervisor's Clerk



CLARA MILLIGAN
Supervisor's Clerk



ELIZABETH MILLIGAN
Supervisor's Clerk

ACCOUNTING DEPARTMENT



J. H. WILEY
Accountant



JOE CONCKLIN
Chief Accountant



W. M. CONCKLIN
Terminal Timekeeper



D. H. POPE
Trainmen's Timekeeper



ADA M. JOHNS
Accountant



C. B. HALL
Enginemen's Timekeeper



E. MICHELL
Accountant



R. C. LIPSEY
Accountant



D. C. CLARK
Accountant



C. M. COBURN
Accountant



T. H. CANON
Accountant



PAT MCHUGH
Accountant

ACCOUNTING DEPARTMENT



R. T. BOWEN
Accountant



J. T. WALKER
Accountant



D. G. BELTON
Accountant



H. L. MCSHERRY
Valuation Accountant



R. C. WOODWARD
Rodman Accountant



ADROM SMITH
Tonnage Clerk



DIAMOND CROWE
Tonnage Clerk



MRS. W. H. WOLFE
Tonnage Clerk



WINNIE WILLIAMS
Tonnage Clerk



MYRA MORRIS
Tonnage Clerk

What Patrons Say of Our Service

Calls Our Service the Best

Miss Louise Graham, writing from the Joint City Ticket Office, St. Charles and Gravier streets, New Orleans, recently gave President C. H. Markham the following information:

"After traveling about the United States for a number of years, including all trans-continental lines, I cannot refrain from saying that the best service I have ever experienced was on your Panama Limited leaving Chicago yesterday. My intention was to come to New Orleans via another line, but Colver & Miller, booking agents in Cleveland, persuaded me to use the Illinois Central. May I speak particularly of the courteous maid, Anna Maupin, and Neal, the porter. I think I particularly appreciate all this because I am accustomed to making frequent trips over other lines. For fifteen years I have been on the editorial staff of the *Cleveland News* and am en route to the tropics. I stopped in this office to express my appreciation, and one of the young men graciously agreed to type this for me."

Saw No Room for Improvement

Henry Coffin, who is addressed in care of the Canadian Pacific Railway Company, Kingston, Ontario, Canada, recently wrote as follows to President C. H. Markham:

"Some weeks ago, while on a trip to the South, I traveled via your line from Chicago to New Orleans and return, and, although I have traveled extensively in America, I have yet to find a road where courtesy, efficiency and comfort are more in evidence. Your dining car service is unequaled; food, good and splendidly served; sleeping cars, well kept and elegantly furnished; in fact, I could see no room for improvement.

"I wish particularly to mention the extreme courtesy shown by Conductor Ashton and his men upon whose train I came into New Orleans.

"I wish further to say that should I or any friend travel South at any future date we will not forget the Illinois Central."

Praises Rapid Movement of Car

A. D. Wicks, assistant sales manager of the Finkbine Lumber Trustees, Jackson, Miss., recently wrote as follows, addressing Agent J. L. Morgan of Jackson, Tenn., Yardmaster R. W. Hardin of Jackson and

Agent S. B. Morris of Benton, Ill., as well as the Davis Lumber Company of Benton, Ill., and various officials of the Gulf & Ship Island Railroad:

"Car Wabash-7667.

"We feel that all of you will be interested in the movement of the car above. We occasionally have cause to complain because of slow movement, and we do not hesitate to do it. Then, again, we have what we consider very unusual service, and in a case of this kind we do not mind handing out a few bouquets.

"The car above was consigned to the Davis Lumber Company, Benton, Ill. It left D'Lo, Miss., about 2:30 p. m., November 11, and the car arrived at its destination and was set out on the siding at Benton, Ill., about the noon hour of November 13. This is certainly wonderful service, and we want to thank everyone who had anything to do with the movement."

Likes Service on the Floridan

D. M. Compton, president of the Quaker Manufacturing Company, Chicago, Ill., recently wrote to President C. H. Markham:

"I have just completed a round trip to Jacksonville on your new train, the Floridan, and want to express my appreciation of your service. It was the most comfortable long-distance ride I ever experienced. The equipment was excellent, and the courtesy of the trainmen particularly noteworthy. I would mention especially a Mr. Carruthers, a north-bound conductor, and Mr. Simpson, dining car steward, whose names I happened to learn.

"Passengers are prone to complain when the service is bad, and I feel it only fair that you should be congratulated when you make an especial effort to render good service as you have on your new train."



The Floridan's maiden trip through Mattoon, Ill.

McComb Employes Teach in Trade School

*Illinois Central Shop Foremen Co-operate
in Extension Work Offered to Citizens*

Opportunity

They do me wrong who say I come
no more,
When once I knock and fail to find
you in;
For every day I stand outside your
door,
And bid you wake and rise to fight
and win.

By R. E. REVERE,
Machinist, McComb, Miss.

THE McComb, Miss., School Board and Superintendent Joseph E. Gibson of the city schools indorse the sentiment

of this poem by operating in a practical way a free trade extension school. They believe that no man because he is grown and working for himself need surrender his ambition to get ahead in his trade.

Accordingly they are setting up for the second season a trade extension school that is financed by the federal and state Vocational Education Board, together with the city of McComb. It is being operated as a part of the McComb schools.

There is no tuition charge, and any man employed in any of the trades is eligible to attend the school. Last session a similar school was operated for twenty-four weeks, twelve weeks before and twelve weeks after



Above are employes of the Illinois Central who are instructors in the trade extension school at McComb. They are: 1, Albert Andrews, car foreman; 2, W. D. Lyon, assistant machine shop foreman; 3, R. E. Martin, assistant boiler foreman; 4, Edwin Wennerlund, machinist and electric welder; 5, Eddie Bowen, machine shop foreman; 6, O. C. Hughes, assistant general car foreman.

Christmas. In the school last year ninety-six men were enrolled, almost all of them being employed in the Illinois Central shops. The instructors were all foremen in the shops. These foremen reported a distinct improvement in the efficiency of the men who attended the school, the men being instructed in trades connected with railway work. The courses for the first eight weeks this year were as follows:

Monday and Wednesday evenings: Shop Mathematics, W. D. Lyon, Instructor; A. R. A. Rules, O. C. Hughes, Instructor; Machine Shop Practice, Edwin Wennerlund, Instructor.

Tuesday and Friday evenings: Air Brakes, Eddie Bowen, Instructor; Car Shop Sketches, Albert Andrews, Instructor; Heavy Sheet Metal Layout and Boiler Work, R. E. Martin, Instructor.

Being convinced of the value of this trade extension school, the railway officials at McComb are giving to Superintendent Gibson their hearty co-operation and support in making the trade school a success. The officials particularly interested are: T. J. Quigley, superintendent, Louisiana division; E. C. Roddie, master mechanic; R. R. Royal, general foreman; R. M. McEwen, car foreman.

McComb schools for a number of years have been noted for leadership in vocational education. Part-time co-operative classes were in operation up to and through the period of war. These classes were between the McComb High School and the Illinois Central shops, giving the boy who wanted to learn a trade in the shop a chance to go to school one week and work one week

for a period of five years. These classes were discontinued only when they were rendered impractical by shop rules promulgated during the period of government control of the railroads.

McComb's future as a vocational education center was made secure last year by the princely gift of William McColgan, his brother and sister of \$400,000 to the city of McComb for the establishment of a trade high school. Mr. McColgan was formerly employed as blacksmith in the shops at McComb. He says that he wants the youth of McComb to have opportunities which were not afforded him, such as that of a trade education.

DIFFERENCES IN JUDGMENT

"Take two persons of your acquaintance, two business men, for example," says Doctor Casamajor. "One is always making mistakes; the other succeeds because of his keen judgment. The difference between them is simply that the successful man compares the impressions his brain has received in previous business experiences and chooses the reasoned reaction. The other one has been unobserving; so he hasn't accumulated as many impressions, or memories; and he does not compare those he has. So his judgment is poor. As nearly as we can explain it, that accounts for very many of the striking differences in intelligence. One man uses his equipment; the other one doesn't."—From "You Can't Judge a Man's Mind by the Size of His Hat," by KEENE SUMNER in *American Magazine*.

NEWS OF THE DIVISIONS

AROUND CHICAGO

Randolph Street Offices (Marion Pressler)

File Clerk Frank Davis of the Randolph Street office has taken considerable interest in the engagement of the Hagenback-Wallace Circus at the Coliseum at Chicago under the auspices of the "Boy Builders." Frank is a loyal worker for the cause and there will be nothing left undone, so far as he is concerned, to make it a success.

Station Master's Department (C. Y. Kenney)

J. C. Horton, switchman in the coach yard, was stricken suddenly with appendicitis, Sunday, December 3. He was rushed to the Illinois Central Hospital, where he was operated on. His condition is now favorable.

Suburban Passenger Service (A. E. Johnson)

Woodlawn Division, No. 327, O. R. C., has elected the following officers for 1923: Chief Conductor, J. One Hundred Eight

J. Tierney; Assistant Chief Conductor, D. O. Campbell; Secretary and Treasurer, H. B. Darling; Inside Sentinel, E. H. Cahill; Outside Sentinel, W. S. Harvey; Senior Conductor, G. W. Comer; Junior Conductor, H. Buckbinder; Trustees, C. W. Hollingsworth, W. W. Kenney, A. F. Pomeroy. Local Committee of Adjustment: W. P. McElroy, chairman; A. B. Springer, vice-chairman; W. W. Kenney, secretary.

On January 14, 1923, the degree team of Woodlawn Division, No. 327, O. R. C., will go to Pittsburgh, Pa., to initiate about five hundred members. This will be one of the largest classes ever received into the order. This team enjoys the distinction of being listed among the best in the country and receives requests from all over the country to participate in initiations.

Signal Department (O. M. Kaplan)

John Hermansen, employed as signal foreman on the Chicago terminal since September, 1911, died at Mercy Hospital, Chicago, on October 20, after a short illness. Mr. Hermansen was 63 years of age

on September 22. He is survived by his wife. Mr. Hermansen is missed by all who knew him. A man of high character, with kindness for all and a sense of good humor, he was liked and admired wherever he went. His faithful service to the Illinois Central is not unappreciated by the officers under whom he worked, and the many employes who worked with Mr. Hermansen will never forget him nor his kindness.



South Water Street
Station

John Hermansen

Sympathy is extended to John G. Sullivan because of the death of his little son, 2½ years of age, who died on November 27. This little one drank some liniment which had been accidentally left within his reach and died within a few hours.

A local sleuth, John Walsh of the claim department, broadcasted the startling information about the second week in November that Thomas Coyne, who has been posing as a confirmed bachelor, was not, so to speak, confirmed at all, and had all arrangements made to be married on November 27. The news was found to be correct, and the wedding



A NEWS-GATHERER

OUR DIVISION EDITORS

Chicago Terminal—Mr. E. C. Harper, Chief Accountant, Room 205, Central Station, Chicago.

Illinois—Mr. George Strauss, Assistant Chief Clerk to Superintendent, Champaign, Ill.

Indiana—Miss Florence McShane, Secretary to Superintendent, Mattoon, Ill.

Iowa—Mr. Emmett Coffey, Chief Clerk to Roadmaster, Fort Dodge, Iowa.

Kentucky—Miss Anne Sweeney, Stenographer, Superintendent's Office, Louisville, Ky.

Louisiana—Miss Claire Pimm, Clerk, Superintendent's Office, McComb, Miss.

Memphis—Mrs. Collie P. Said, Secretary to Superintendent, Room 315, Grand Central Station, Memphis, Tenn.

Memphis Terminal—Mr. William Gerber, B. & B. Clerk, Room 306, Grand Central Station, Memphis, Tenn.

Minnesota—Miss Lucille Sims, Secretary to Superintendent, Dubuque, Iowa.

Mississippi—Miss Kathleen Hadaway, Secretary to Superintendent, Water Valley, Miss.

New Orleans—Mr. Thomas Treanor, Superintendent's Office, Vicksburg, Miss.

New Orleans Terminal—Mr. J. Milton May, care of Agent C. T. Seiler, New Orleans, La.

Springfield—Miss Della Morrison, Stenographer, Superintendent's Office, Clinton, Ill.

St. Louis—Mr. J. W. Brown, Clerk, Superintendent's Office, Carbondale, Ill.

Tennessee—Mr. Rufus Kemp, Jr., Office of Trainmasters, Fulton, Ky.

Vicksburg—Mr. J. S. Terry, Train Dispatcher, Greenville, Miss.

Wisconsin—Mr. J. A. O'Neill, Assistant Chief Clerk to Superintendent, Freeport, Ill.

Here is Rufus Kemp, Jr., our Tennessee division editor. Mr. Kemp was employed as secretary to the roadmaster at Fulton in October, 1920, and is now trainmaster's clerk at Fulton. He was born in Kentucky, but was reared in Illinois, where he received his education, finishing high school and business college and acquiring several years' experience in clerical work. He was made division editor in April, 1921. To date he has never failed to submit something to the magazine from the Tennessee division each month, as well as to originate interesting articles and bulletins in all the efficiency campaigns on the division.

took place on that date. Mr. Coyne has now returned to his duties after a honeymoon in St. Louis, Mo. Mrs. Coyne was formerly Miss Anna McNamara, who was employed at 63d Street. Their many friends extend their good wishes.

Baggage and Mail Traffic Department

F. A. Barr, traveling agent, baggage and mail traffic department, was called to his home in Blountsville, Ind., because of the illness of his mother, but before his arrival, on Thanksgiving Day, she passed away after an illness of only forty-eight hours. Mrs. Barr was 82 years of age.

ILLINOIS DIVISION

Yard Department, Springfield, Ill.
(William P. Herman)

N. B. Clark, general yardmaster at Springfield, is off duty on account of a severe cold.

Charles Meador, yard clerk at Springfield, passed out the cigars the other day for a 10-pound boy. Mother and son are doing nicely.

K. Nardness, switchman at Springfield, has been

at the Illinois Central Hospital in Chicago for treatment.

Clinton Shops (C. E. Gray)

An improvement at the Clinton shops is the installation of a new 600-ton wheel press. This press takes the place of the old 300-ton press formerly in service.

The new yards at Vandalia, Ill., were formally opened for service Monday, December 11. Mechanical facilities, newly installed, include sand house, cinder pit and coal chute. Switch engine No. 139 has been assigned to service in these yards, with Engineer Fisher Wright and Fireman G. R. Shellabarger in charge.

On Friday evening, December 1, an interesting meeting of all shop employees was held at the Commercial Club rooms. About 250 or 300 employees attended. The principal speakers of the evening were: G. E. Patterson, acting general superintendent of the Northern Lines; C. W. Shaw, division superintendent, and Mr. Fleck, general chairman of the carmen's association. Among other speakers were: W. A. Golze, trainmaster; Frank Walker, trainmaster; M. Sheehan, trainmaster; Roy Downing, division storekeeper; Bert Overy, Roy Lane, Homer Gray and George Crawford. The meeting was in the nature of a "get-together-and-get-acquainted" gathering.

Examinations are being held by our master mechanic, H. L. Needham, and Traveling Engineers C. L. Zanies and John McIntyre for fourteen firemen to become engineers on the Springfield division.

Two new repair tracks are being added to the north yards at Clinton. When completed they will have a capacity of thirty-five cars each.

The death of C. C. Catlin, 68 years old, prominent Illinois Central engineer, occurred at his home in Springfield, Ill., at 1 o'clock Monday morning, December 11, following an illness of one week with pneumonia. Mr. Catlin took a leave of absence from his duties two weeks ago and went to Beardstown, Ill., with a party of friends for a few days' hunting. He contracted a heavy cold which developed into pneumonia. Mr. Catlin was a veteran engineer on the Springfield division. He was formerly an engineer on the Peoria Northern line, between Springfield and St. Louis, and came to the Illinois Central in the capacity of engineer when this company took over the Peoria Northern line in 1898. He had been in continuous service since that time. He is survived by his widow, two sons and one daughter, at home. Funeral services were held Wednesday afternoon, December 13, in Springfield.

Clinton Terminal (Anna E. Murphy)

Seal Clerk William Grier, who has been ill for the past month, is improving slowly. J. E. Black is working in Mr. Grier's place.

Curtis Borton, who has been very ill with pneumonia for several weeks, is still confined to his bed, but is improving slowly.

L. P. Young, employed at the freight house for several years, has accepted a position as assistant baggage man.

Edward J. O'Brien has accepted a position as receiving clerk.

Dispatcher's Office (Gladys Westerholt)

C. E. Virden has accepted the position as agent at Glenarm, vice E. E. Guill, who has accepted the position as agent at New Holland, vice W. H. Rooker, who will be second trick operator at Pawnee Junction, Ill.

H. C. Moyer, first trick operator at East Grand Avenue, has been called to Los Angeles, Cal., by the serious illness of his brother.

The telegraph department is making some improvements in the station at Clinton, installing a new telephone exchange.

One Hundred Ten

Mrs. Eva Gilliland, second trick operator at Maroa, has taken a 90-day leave of absence on account of ill health.

Road Department (W. E. Russell)

Section Foreman Orin Stewart, formerly foreman of the Springfield yards, has been transferred to the Illinois division. He is in charge of an extra gang on new work near Kankakee. C. P. Storey, of Fairman, Ill., was given Mr. Stewart's position at Springfield.

Signal Maintainer J. H. Goddard has been promoted to the position of traveling signal maintainer, with headquarters at Clinton, filling vacancy caused by the promotion of Traveling Signal Maintainer Lynch to signal maintenance foreman. Signalman H. C. Rule was appointed signal maintainer at Mount Pulaski, filling a vacancy due to Mr. Goddard's promotion.

M. Huber, a Chicago contractor, is doing grading work in connection with construction of new repair tracks at Clinton. He is using two of his clam shells on the job.

B. & B. Supervisor S. C. Draper was called to Fairfield, Iowa, the early part of December on account of the death of a relative.

Roadmaster W. E. Russell was called to Benton Harbor, Mich., December 12, on account of the death of his grandmother, Mrs. Cynthia Fridley. Mrs. Fridley was 92 years of age.

INDIANA DIVISION **Office of Superintendent, Mattoon, Ill.** (Zella MacNair Rose)

Our division has made the biggest percentage of reductions in exceptions in November of any division on the Northern Lines.

D. E. Cummings is relieving agent O. R. Marriott, Dieterich, Ill. The latter is to be married in the near future.

Accounting Office, Mattoon, Ill. (Noriene Quinn)

A delightful Christmas party was given on the evening of December 20 in the parlors of the Mattoon Business Women's Club by Miss Cora Burch, clerk in the superintendent's office, for the young women of the division office. The rooms were beautifully decorated, and a real Christmas atmosphere prevailed. A program was enjoyed early in the evening: Piano solos by Misses Victoria Gustafson and Bonnie Snorgrass; violin solo by Miss Myrtle Flayharty; solo dance by Miss Catherine Stephenson; vocal solo by Miss Florence McShane; dancing was also indulged in. A feature of the evening was the appearance of Old St. Nick, who was given a hearty welcome when he distributed many beautiful gifts from the large Christmas tree. Refreshments were served by the hostess, assisted by Mrs. Zella MacNair Rose, and everybody had a good time.

Office of Trainmaster, Mattoon, Ill. (Essie Reams)

On November 18 announcements were received of the wedding of J. O. Noe, switchman, Mattoon yard, to Miss Bess Toothaker of Mattoon. The young couple had gone to Louisville, Ky., formerly the home of the groom, and had been married on August 10. However, the secret had been well kept, and the news came as a complete surprise to their many friends.

A baby boy, James Riley, was born to Mr. and Mrs. B. Morris at their home, 901 South 17th Street, Mattoon, Ill., November 23. Mr. Morris is a conductor on the Peoria-Mattoon district.

Mrs. Margaret Philhower died at the home of her son, A. W. Philhower, the morning of December 10. Mr. Philhower is a switchman in the Mattoon yard.

Yardmaster O. E. Haettinger of Mattoon spent his vacation in November hunting and bought him a valuable dog thereof, named George. A few days

Illinois Central Magazine

after returning home, George was ungrateful enough to run away, causing several days of anxiety in the Haettinger household. However, the lost was found, and peace now reigns where once was turmoil.

**Office of Trainmaster,
Palestine, Ill.**
(Olive M. Gible)

Engineer W. E. Delay, after spending several months in Florida for his health, reported for duty December 5, very much improved in health.

C. G. Stucker has resumed his former position as second trick operator at Palestine, Ill. Mr. Stucker's many friends welcome his return to Palestine.

The new siding at Dugger, Ind., has just recently been completed and is being used. The new track is a wonderful improvement, having been very badly needed.

Agent J. J. O'Neill at Bloomfield, Ind., has returned to work after two weeks' illness.

A recent wedding which came as a complete surprise to his fellow workers was that of David L. Saunders to Miss Flossie Hilderbrandt, which took place at the home of Engineer Ed Depoister November 23. The Rev. Robert F. Bristol of the First Christian Church, Palestine, Ill., performed the ceremony. Mr. Saunders is night foreman at the roundhouse in Palestine and has been employed in that capacity for the last three years. The newlyweds have returned from their honeymoon, which took them to Waterloo, Iowa, Chicago and into the eastern part of Indiana, where they visited relatives. They are now at home in East Palestine.

The marriage of Miss Jamina Cross and H. N. McNary took place November 11 at the M. E. Church, Sullivan, Ind., the Rev. Sumwalt performing the ceremony. Mrs. McNary is a daughter of Mr. and Mrs. Alex Cross, well-known farmers residing near Dugger, Ind. Mr. McNary, employed as a brakeman, is a son of Engineer Thomas N. McNary, both being well known on the Effingham-Indianapolis district. Mr. and Mrs. McNary have gone to housekeeping at Palestine.

The new freight house at Bloomington, Ind., will be completed January 1. It is a great improvement over the old one, as it gives much more roomy quarters.

Office of Master Mechanic
(Flora Adrian)

Mrs. Edward McShane, mother of Boilermaker Joe McShane of Indianapolis, Ind., and Miss Florence McShane, secretary to Superintendent Roth, passed away at her home in Mattoon October 22 after an illness of about six months.

J. F. Ryan, son of Engineer J. P. Ryan at New Harmony, Ind., has gone to St. Petersburg, Fla., for his health.

Road Department
(Bonnie Snorgrass)

Lon Sylvester, section foreman at Bloomington, has resigned and is succeeded by Harry Dunbar of Indianapolis.

Pensioned Section Foreman Jacob M. Gaines passed away at his home in Mattoon, Ill., on November 5 at the age of 58 years.



O. E. Haettinger

C. L. Rager has been awarded the new position of report clerk in Roadmaster O'Rourke's office. Mr. Rager was formerly material clerk in this office and previous to that time was clerk to Supervisor Murphy at Bloomington. E. E. Batson, clerk to the supervisor of bridges and buildings, is new material clerk in the roadmaster's office, the position made vacant by the promotion of Mr. Rager, and P. R. Courtney, formerly Supervisor Crane's clerk, succeeds Mr. Batson.

Glenn Henderson has accepted a position as clerk to Supervisor Murphy at Bloomington, Ind.

Office of Chief Dispatcher
(W. C. Scott)

The new telephone switchboard has been installed, and Miss Myrtle Flaherty is the new operator. This saves considerable time for all persons using the phones.

On the night of November 19 the apartment house in which Dispatcher Whitesitt resided burned, destroying almost all of his household property. He was very lucky in having it covered by insurance.

Operator C. D. Stucker, Palestine, Ill., has been reinstated and is back on his old job at that place.

Dispatchers Storm and Evans attended the Knight Templars school of instruction at Carbondale, Ill., December 6. A fine time was reported.

Owing to a slight decrease in business, the second operator on days in "Q" office has been taken off, Operator Douglas going back to the Mattoon yard office.

Office of Agent, Mattoon, Ill.
(W. P. Wooldridge)

Born to Agent and Mrs. A. Gorman a baby girl, November 19—Helen Marie.

G. W. Cunningham ("Billy"), grandson of Switchman G. W. Cunningham and Clerk W. P. Wooldridge, paid a visit to the office November 21. He is only 3 weeks old, but some buster!

Office of Agent, Evansville, Ind.
(A. W. Walling)

P. H. Sheedy, yardmaster at Evansville, has returned for duty after an absence of several months on account of ill health. Mr. Sheedy has been in the service more than 33 years.

Mrs. C. C. Kunz, wife of the agent at Evansville, and daughter, Margaret, who is employed as extension clerk in the local office, have returned from New York after a three weeks' visit with relatives.

J. H. Cobb, machinist in the local shops for a number of years, has been transferred to Mattoon, Ill.

C. H. Munson, veteran engineer of the Indiana division, was accidentally struck by a United States



Dubuque, Iowa, from top of 4th Street bluff



Saturday, December 9, Prof. E. E. King and his class in railway engineering from the University of Illinois visited our interlocking plant at Champaign, Ill., where an endeavor was made to explain this type of interlocking to them by actual operation. A skeleton lever unit which we use in our own educational meetings was used to explain the locking and indication features. Here is a picture of Professor King and his class at the interlocking tower. Professor King is at the left.

mail truck at 6:15 p. m., Saturday, December 2. Mr. Munson, whose residence is directly opposite the shops at Evansville, had quit work for the day and was returning to the shops for a package he had forgotten when struck by the truck. He was rendered unconscious, and, although hurried to St. Mary's Hospital, died within thirty minutes after the accident. Mr. Munson served in various capacities on the Illinois Central, working as bridge construction foreman, as machinist and as locomotive engineer. The body was taken to Mattoon, Ill., his former home.

Office of Agent, Indianapolis, Ind. (Margaret Clifford)

George H. Comstock, for eleven years clerk in the local office, left the service recently on account of ill health.

The local office bowling "league" of girls and men is showing so well that there will be challenges issued soon—providing drug stores keep a good supply of liniment in stock.

The remodeling of the freight office and new platforms and driveways in connection with the taking over of the Lake Erie & Western is now completed. The change adds greatly to our facilities and is much appreciated by patrons of both roads.

Decatur, Ill., Freight Office (Helen Krafft)

The position of O. S. & D. clerk has been accepted by Sam Roucher.

E. A. Perry, who was employed as flagman at this station until forced to leave by sickness, died in the home of his daughter, Mrs. Duffy, on October 24. The body was taken to DeKalb, Ill., his former home, for burial. Mr. Perry was a Civil War veteran. One of the interesting incidents of his life was being present at the Ford Theater the night President Abraham Lincoln was assassinated.

ST. LOUIS DIVISION

C. Gurley, Balcom, Ill., died at his home in Balcom the night of November 25. He was the father of Dispatcher Ray Gurley and Miss Augusta Gurley, stenographer, both now working in Superintendent Atwill's office, Carbondale. Mr. Gurley was buried at Balcom November 27.

Ennice Rentfro, stenographer-clerk in Roadmaster Kern's office, Carbondale, has resigned. Mrs. Rentfro

has filled several positions in Superintendent Atwill's office.

L. E. Bryant of Centralia, Ill., has been awarded the position of freight train performance clerk in Division Accountant Foley's office. Mr. Bryant has moved his family to Carbondale.

Miss Ethel Harris, switchboard operator, division office, was off duty a few days recently on account of sickness.

Mrs. Lynn, wife of Engineer E. H. Lynn, died in Holden Hospital, Carbondale, December 3. She was buried in Oakland cemetery, Carbondale.

The Floridan made its first trip through Carbondale on December 5. Needless to say, it was right on the dot.

H. B. Atkins, extra dispatcher, Carbondale, is working on the Illinois division, temporarily, as dispatcher.

D. C. Moss, assistant account, division office, Carbondale, played the leading role in a home talent play, "The Cameo Girl," recently given in the Barth Theater, Carbondale. "Mossie" is a whirlwind on the stage and from all appearances has missed his calling by working as an accountant.

Several passing and yard tracks are being constructed in the vicinity of Makanda and Carbondale, Ill., by Contractor M. L. Windham.

Leo B. Sturgeon, vice-consul, Yokohama, Japan, is visiting the family of Dispatcher C. S. Scott, Carbondale. Mr. Sturgeon is a cousin of Mrs. Scott.

The passenger station, Carbondale, has just been given a coat of paint, which adds very materially to its appearance.

C. M. Brooks ("Brooksie"), who has been working at the division office for several years, is soon to take unto himself a bride. The lucky girl is Miss Fay Chambers, Centralia. She is now teaching in the schools at Centralia.

Julius Kahle, Sr., Centralia shops pensioner, died November 21.

Engineer B. H. Middleton and Fireman Fred Baggott have recently been active in picking up angle cocks and air hose around Herrin yards, Herrin, Ill.

Pensioner W. G. Kruger died at Centralia, December 8. Mr. Kruger was a pensioned conductor.

Engineer Harry Lemmon, East St. Louis, recently discovered IC-91248 off center and he took necessary initial steps to have the trouble corrected.

Agent R. J. Hooks, Olive Branch, Ill., recently observed a brake beam down on NP-45054 and took

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the necessary measures to have the trouble corrected.

Mechanical Department, Centralia District (Thelma C. Gilpin)

At Centralia Shops there has been recently installed a total of \$41,000 worth of new and up-to-date machinery, relieving obsolete machines which had been in service for a number of years. This new machinery will greatly facilitate repairs and output.

Engine 2932, a 2-10-2 type engine, has been permanently transferred to Centralia for service in the yard on account of the increased business.

Master Mechanic C. M. Starke was called to Oelwein, Iowa, on November 21 by the illness and death of his grandmother, Mrs. M. S. Morgan. He took her body to Water Valley, Miss., for burial.

W. J. McCloskey, general car foreman at Centralia, left on December 12 on a week's inspection tour of the Memphis, McComb and New Orleans car departments, making an investigation of conditions at these points with the view of improving the car department at Centralia.

Saybert L. Loomis, clerk in the master mechanic's office, returned to Centralia on December 7 after being in the Illinois Central Hospital in Chicago for ten months. He is still unable to resume work and will spend the next few months in Florida.

E. J. Ellis, engine lister at Centralia roundhouse, is spending December in Florida and Cuba.

A hunting party consisting of C. A. Schaffer, general tool inspector; W. J. McCloskey, general car foreman; W. L. Becker, chief clerk to the master mechanic; A. F. Jenkins, chief accountant at Centralia, and B. F. Correll, car foreman, opened the quail season November 10 in Centralia by getting the limit allowed by the game laws of Illinois. Everybody was ready at 6 a. m. and left for George Correll's farm, about fourteen miles southeast of Centralia. Mr. Correll had the dogs ready and knew where nearly all the coveys were located. The day was ideal, and everyone enjoyed himself thoroughly—at least up until 2 p. m., when everyone counted up and found he had the limit for the day. It was then decided to hunt squirrels. Car Foreman Correll, being an old hunter, decided to climb the trees. While he was up in the thick bushes, one of the hunters mistook him for a gray squirrel and "cut loose," putting several holes in his anatomy. Immediately after the report of the gun the whole party knew that a mistake had been made. They got Correll out of the bushes and made an examination. Fortunately Mr. Schaffer had brought some first aid supplies from Chicago. After these were adminis-

tered, Mr. Becker took the victim to the company surgeon's office, where his injuries were dressed. Mr. Correll reported for work November 12 no worse for the damage. This is an annual hunt participated in by the above-mentioned nimrods and is looked forward to by each man as "reunion day."

Freight Office, Benton, Ill. (W. D. Brotherton)

A baby girl, Doris June, was born to Mr. and Mrs. Archie P. Hodge, November 13, at their home at Benton, Ill. Mr. Hodge is chief yard clerk at Benton.

Miss Eva Goss and Hallie R. Lewis were married November 26. Miss Goss is a daughter of Section Foreman O. M. Goss at West Frankfort, Ill. Mr. Lewis is employed as yard clerk at Benton.

On account of the severe and continued drought, the Central Illinois Public Service Company cut out furnishing water to our engines at Benton, claiming that the Illinois Central uses approximately one-third of the water furnished at Benton.

Conductor W. S. Aiken and daughter, Athelda, 2 years old, had a serious accident November 22, when he lost control of the automobile he was driving and ran into a telephone pole. Both were thrown out of the car, the child falling on her head. She was taken to Moore's Hospital in an unconscious condition, and attending physicians were several hours in reviving her. After regaining consciousness, she was taken to the home of her parents, since when she has completely recovered.

Mr. and Mrs. Roy Morris are the proud parents of a baby boy, born November 29. Mr. Morris is employed as freight checker at Benton.

Miss Emma Taylor and John R. Underhill were married December 1. The bride is a daughter of General Yardmaster T. L. Taylor at Brookport. The groom is employed as roundhouse clerk at Benton and is a son of Engineer Mark Underhill.

Agent's Office, Herrin, Ill. (H. L. Tygett)

Superintendent Atwill was the guest of the Herrin Rotary Club November 13. The matter of a water supply for Herrin and other southern Illinois towns was discussed.

On November 25 Herrin defeated Marion in a football game, giving Marion one of the best trimmings of the season. This was in connection with the first homecoming celebration by Herrin High School. Enthusiasm was high, and the game was seen by the largest crowd that ever attended a football game in Herrin.



Section Foreman Charles Martin, Rosiview, Ill., and his gang



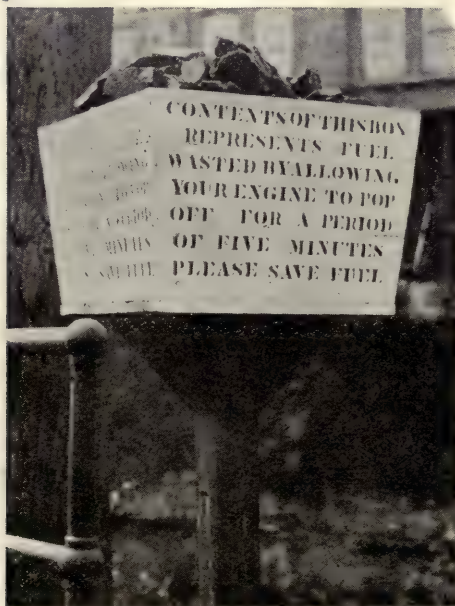
Dam in Cedar River, Cedar Falls, Iowa

WISCONSIN DIVISION

Superintendent's Office, Freeport, Ill.

Miss Frances Lavell, daughter of Mr. and Mrs. James Lavell, 603 South Carroll Avenue, Freeport, and John McGowan, son of Mr. and Mrs. Martin McGowan of Amboy, Ill., were married recently at St. Mary's church, the Rev. Father Leydon officiating. The couple was unattended, and immediately after the ceremony went to the home of the bride, where a wedding breakfast was served to about fifty guests. Mr. and Mrs. McGowan left on an extended honeymoon trip to visit Chicago, New York, Philadelphia, Baltimore and Washington. On their return, they will make their home at Amboy, where Mr. McGowan is employed as an operator by the Illinois Central. The bride has been a resident of Freeport practically all of her life, attending St. Mary's Parochial School and being graduated from Freeport High School. For the last four years she has been employed in the office of the superintendent of the Wisconsin division at Freeport.

After thirty-five years' continuous service as locomotive engineer for the Illinois Central, Robert M. Griffith, 1005 West Stephenson Street, Freeport, was retired from that position. He came to the Illinois Central from the C., B. & Q. in 1888 and since



Coal conservation sign, Rockford, Ill.

January, 1923



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and Alkali
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The Rush of Air, created by the swiftly-moving train, is heavily laden with coal-smoke, gas and dust, and it is a wonder that trainmen retain their normal Eye-sight as long as they do.

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One Hundred Fifteen



*Home of Conductor T. A. Pnewski,
Freeport, Ill.*

that time has been located in Freeport. Thirty-four of those years have been in the passenger service between Chicago and Freeport.

Mr. Griffith had been an engineer for forty-six years, except for the loss of a day or so in changing from the Michigan Central to the C., B. & Q. and from the "Q" to the Illinois Central.

He was born in St. Joseph, Mich., in 1855. After attending the public schools in Niles, Mich., he entered the preparatory department of Albion College. For several years he was engaged in various sorts of office work. In 1872 he became assistant ticket agent in the office of the Michigan Central at Chicago, where he remained for three years, until he gave up his position to become a locomotive fireman. From that position he was soon promoted to engineer. After nine years' service in that capacity he took a similar position with the C., B. & Q., which he left for the Illinois Central.

While Mr. Griffith has not reached the age limit prescribed for the retirement of the Illinois Central engineers, his long and faithful service was appreciated by the officials and he will be retired on the pension which the company gives to its old employees.

Mr. Griffith will dispose of his home on Stephenson Street to his son, Dr. E. L. Griffith. He will remain in Freeport for the present, although his future plans are indefinite. He says he will be here until he hears the call of the northern Wisconsin woods next spring.

Freeport Shops

The local chapter of the Red Cross wishes to thank the Illinois Central employees at Freeport shops, through the *Illinois Central Magazine*, for the hearty co-operation it received during its recent drive for funds for the Red Cross. The employees at these shops were very liberal in their donations and are to be complimented for the interest displayed in this worthy cause.

Roy Munson, air brake foreman, was called to his home at Evansville, Ind., Saturday night, December 2. His father was fatally injured in an automobile accident.

Daniel M. Reilly, general foreman at Amboy, is confined in hospital at Springfield, Ill. During his absence J. H. Rosenbaum is acting general foreman at Amboy.

Oscar A. Schwarze, tool room man at Freeport shops, who has been off duty for the last several months on account of ill health, has been notified that he is to be placed on the pension roll.

Nearly all the new machines ordered for Freeport shops have been received and are being installed and put in use. The large 2,500-pound steam hammer has been installed in the blacksmith shop. Blacksmith Foreman J. J. Sweeney is very proud of his new pet hammer.

MINNESOTA DIVISION

Superintendent's Office, Dubuque, Iowa

Saturday evening, December 9, the members of the

One Hundred Sixteen

division office force entertained at a dancing party in the ball room of the Paris Hotel. One of the features of the evening was a prize waltz. E. C. Russell, chief dispatcher, was judged the best waltzer; his partner was Miss Angie Hauptert, accountant. Everyone in attendance reported an enjoyable evening.

Mrs. Hazel Driscoll has accepted a position as accountant in the superintendent's office, Dubuque.

Our sympathy is extended to Miss Hilda Blichman, stenographer in the superintendent's office, Dubuque, in the recent loss of her mother, who passed away November 27. Funeral services were held at the home, and burial was in Linwood cemetery. Rev. Mr. Atchison conducted the funeral services.

Agent's Office, Dubuque

(Grace Phillips)

Misses Hazel Ryan and Ramona Gartner have accepted positions as stenographers in the freight office at Dubuque.

Miss Frances Pierce has resigned her position and accepted one in Clinton, Iowa, where she will make her permanent residence.

Road Department, Dubuque

(H. E. Shelton)

Supervisor J. W. Sims was severely injured at Galena, Ill., November 14, when a piece of tile struck him and knocked him down, cutting his left arm. Mr. Sims has been confined to Mercy Hospital for the last two weeks. S. C. Jump is relieving Mr. Sims during his absence, and A. P. Cunningham is located at Dubuque temporarily during Mr. Jump's absence.

Section Foreman E. Hickie was retired on a pension November 30. He was succeeded by Foreman Rosenthal of Section 10. Foreman O. Goodwin succeeded Mr. Rosenthal.

Cedar Rapids, Iowa

(Josephine Doyle)

Conductor Lighthart of Train No. 472 suffered pain-



Dr. F. W. Porterfield, division surgeon at Waterloo, Iowa, a supporter of the first-aid instruction being given in the Illinois Central's Waterloo shops.

Illinois Central Magazine

Business is ever on the increase, due to the untiring efforts of our freight agent, S. Kerr.



Iowa State Teachers College, Cedar Falls, Iowa

almost too small. The following were among those present: C. O. Cecil, trainmaster; C. H. Mullinix, chief dispatcher; W. S. Thomas, supervising agent; W. H. Bartlett, agent, Louisville; E. M. Shaughnessy, chief clerk to agent; E. A. Barton, inspector; G. M. Ashmore, assistant chief clerk to superintendent; I. B. Atcher, clerk, superintendent's office; F. L. Tullis, chief clerk to assistant general freight agent; N. Mueklebauer, clerk, assistant general freight agent; S. M. Spear, commercial agent; A. W. Gross, chief clerk to commercial agent; A. J. Mason, ticket agent; D. S. Herndon, general yardmaster; H. L. Ash, assistant general yardmaster, and a large percentage of employes from various departments. All lines entering Louisville were invited to attend, and each road sent a good delegation. The same pictures were also shown at Central City, Princeton and Paducah, with the same good results as at Louisville.

Paducah, Ky. (J. H. Hessian)

Appearing in the cast of balladists with the Al G. Field's Minstrels this season is Algie Elam, formerly employed as yard clerk at Paducah. Algie made good with the show at the start. This is his first professional engagement, and he is scoring a big success. At the three engagements of the minstrels at the Arcade theatre, December 5 and 6, he sang "That's How I Believe In You" and "My Wild Irish Rose." In his stay in the city he was entertained by a number of his friends with a supper after the evening performances and on Wednesday was a guest at the Lions Club luncheon at the Palmer hotel. On Wednesday night, Algie, Jack Richards and Billy Church of the minstrels sang several numbers at the *Evening Sun's* radio broadcasting station.

There was born to Mr. and Mrs. Thomas P. Ward on December 3 a son, Thomas Ralph. Mr. Ward is conductor on the Paducah district.

Pensioned Conductor I. D. Farrington died at the Illinois Central hospital at Paducah, December 5. Mr. Farrington was retired on pension July 31, 1922, on account of ill health.

Valley, Ky.

Wilbur C. Lewis, baggageman, Louisville, and Miss Hetti Rea Tucker of Leitchfield, Ky., were married November 21 and are making their home in Louisville.

Miss Alice E. Meadows, agent, Valley, Ky., is off duty on account of illness.

Mechanical Department, Louisville, Ky. (G. W. Shaughnessy)

The Associated Shopcrafts of Louisville held the formal opening of their new lodge room and meeting hall at Louisville, Wednesday evening, December 6, from 8 to 11 p. m. The new hall is at 1304 West Kentucky Street, a former dwelling which the company owns. It was remodeled and newly papered and first-class electric fixtures were installed. It makes a neat and attractive meeting hall, with an ante-room and a room in rear which can be used as

a kitchen, so that the men can use it to good advantage when they desire to have a supper or lunch. The main hall is about 16 by 32 feet, making a nice meeting room, and is papered in blue with a light ceiling. This is a hall any association can be proud to meet in. It will be open at any time for employes.

The formal opening was planned under the auspices of the Association of Carmen, but was an open meeting for all shopcrafts. Invitations were extended to Mr. Walker, master mechanic, and all foremen and clerks at Louisville and out-of-town chairmen of the carmen.

The meeting was largely attended by the carmen, machinists, boilermakers and blacksmiths; all foremen were present. Out-of-town visitors were Mr. Brann of Paducah and Mr. Fleck of Freeport.

The meeting was opened by an address of welcome and introduction of visitors by Chairman W. P. Marks of the Carmen's Association, after he read a letter from Mr. Walker regretting his inability to attend the opening.

Mr. Marks was followed by addresses and talks



Belgian hares belonging to George Imhoff, engineer, Cairo, Ill.

A Worth-While New Year's Resolution is the Easiest to Stick to

Simply resolve that the next time you want a watch for yourself, some jewelry or silver for Birthday or Wedding Gifts, or a fine clock for the house, you'll go to your Local Watch Inspector for it. He's a Gift Counselor and can take better care of you than anyone else. His name on this list is your guarantee.

Bastar, J. A., Harvey, Ill.
Bauer, Chris., Mounds, Ill.
Bengston, Ed., Freeport, Ill.,
14 South Chicago Street
Beck, Will H., Sioux City, Ia.
Birkenbusch, H., Pekin, Ill.
Boase, Basil, Chicago, Ill.,
6851 Stony Island Avenue
Boemle, C. R., Evansville, Ind.,
313 South 8th Street
Boggs, Billie, Ft. Dodge, Iowa,
720 Central Avenue
Bourgeois, A., Jackson, Miss.
Brady, R. A., Fulton, Ky.
Bromberg, F. W., Birmingham,
Ala., 20th and 3rd Avenues
Buder, E. A., Cairo, Ill.
Busch, Benj., Chicago, Ill.,
9216 Cottage Grove Avenue
Buxton, R. S., Murphysboro, Ill.
Capital City Jly. Co., Indian-
apolis, Ind., 133 East Wash-
ington Street
Casselman, G., Palestine, Ill.
Christian, E., Miss, Champaign,
Ill.
Cobb, O. C., Iowa Falls, Iowa
Cooper, W. H., Hodgenville, Ky.
Coughlin, W. A., Chatsworth,
Ill.
Curtis & Co., F., Decatur, Ill.,
156 East Main Street
Danielsen, Chris, Springfield,
Ill., 510 East Monroe Street
Dekle, C. W., Canton, Miss.
DeMyer & Sons, M. R., Fulton,
Ky.
DeShon, F. B., Water Valley,
Miss.
Dilworth Jly. Co., Haleyville,
Ala.
Dilworth Jly. Co., Jasper, Ala.
Droke, John C., Corinth, Miss.
Farthing, Chas. J., Effingham,
Ill.
Fessler & Co., Waterloo, Iowa,
1001 East Fourth Street

Frantz & Co., Wm., New Or-
leans, La., 142 Carondelet
Street
Frantz & Co., Wm., New Or-
leans, La., 1014 Rampart
Street
Freeman, Ed., New Harmony,
Ind.
Geumalley, Chas., Pinckneyville,
Ill.
Grady, I. L., Jackson, Tenn.,
205 East Main Street
Graham Jly. Co., Herrin, Ill.
Graves Co., A., Memphis, Tenn.,
93 South Main Street
Gum, C. E., Carbondale, Ill.
Hainer, Marsh, McComb, Miss.
Hall, W. C., Springfield, Ill.,
225 South 6th Street
Harm, H. J., Albert Lea, Minn.
Hardwick, R. C., Owensboro,
Ky.
Hardwick, R. C., Hopkinsville,
Ky.
Hayward, H. E., Chicago, Ill.,
804 Railway Exchange Bldg.
Herron Bros., Centralia, Ill.,
132 East Broadway.
Herron Bros., Mattoon, Ill.,
1615 East Broadway
Higgins Jly. Store, Duquoin,
Ill.
Hobart-Hicks Co., Gilman, Ill.
Hobbs Jly. Co., The, Dyersburg,
Tenn.
Inman, W. E., Bloomfield, Ind.,
19 South Washington Street
Jenkins, R. L., Amboy, Ill.
Johnson, Walter, Rantoul, Ill.
Josephson, C. I., Peoria, Ill.,
P. & P. Union Station
Kiser, C. W., Newton, Ill.
Krekel, Ed. A., Louisville, Ky.
Kuss, J. F., LaSalle, Ill.
Lager Jly. Co., L. B., Litch-
field, Ill.
Lee, Tony, Sioux Falls, S. D.

Leffert, E. H., Council Bluffs,
Iowa
Lewis, J. W., Manchester, Iowa
Maier Jly. Co., Aberdeen, Miss.
Manion, C. J., Henderson, Ky.
Mehmert & Sons, H., Olney, Ill.
Miller & Ulbrich, Bloomington,
Ill.
Moore, Geo. N., Marion, Ill.
Nagel & Meyer, Paducah, Ky.
Patterson, G. R., Leland, Miss.
Pound, D. V., Durant, Miss.
Putnam, R. G., Eldorado, Ill.
Pyle, N. W., Chicago, Ill.,
377 East 26th Street
Royer, O. A., Cherokee, Iowa
Russell & Son, W. R., Black-
ford, Ky.
Sankey, R. R., Clarksdale, Miss.
Schlenker, C. G., Hickman, Ky.
Schmith, J. H., Clinton, Ill.
Smaha, Josef, Chicago, Ill.,
5341 West 25th Street
Smith, Al., Bloomington, Ind.
Solans, L. M., Providence, Ky.
Speicher Bros., Kankakee, Ill.
Staufenbeil, Karl, Dubuque, Ia.
Staffler, A., Brookhaven, Miss.
Storer, H. F., Central City, Ky.
Sve, S., Pana, Ill.
Taylor & Co., A. C., Cedar
Rapids, Iowa
Tucker, Perry, Terre Haute,
Ind., 814 Wabash Avenue
Trein Jly. Co., Dixon, Ill.
Van Doren, J. W., Minonk, Ill.
Voll, A. P., Metropolis, Ill.
Watson, J. M., Golconda, Ill.
Wehrle, F. G., Belleville, Ill.
Welsh, Carroll S., Sturgis, Ky.
White, J. R., Morganfield, Ky.
Wiggins, R. P., St. Louis, Mo.,
7 North 18th Street
Wise, Morgan D., Rockford, Ill.
Wolsch, Wallie, Hammond, La.
Wylie & Walker, Princeton, Ky.
Zerweck Jly. Co., East St. Louis,
Ill.
Yoste, Henry, Vicksburg, Miss.

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by the foremen, Mr. Braun, and representatives of the carmen, machinists and boilermakers and Mr. Fleck. The intentions of the association were explained to the men. The new men, as well as the old ones who have returned, voiced the opinion that they were working for the best railroad in the United States, the Illinois Central, and that these meetings would result in better efforts of the men and make the railroad better.

Following the talks and addresses, cigars and a buffet luncheon were served under the supervision of our derrick foreman, Mr. Morris, who saw that everyone was plentifully supplied.

Much credit is due the committee of carmen which arranged the meeting, but the boilermakers and machinists claim they will be heard from later.

Princeton, Ky. (Miss Sudie Cash)

Chief Dispatcher J. H. Eaker, who has been sick for several days, is able to be out again.

Switchman and Mrs. E. H. Layman were called to Louisville recently by the illness of Mr. Layman's father.

Miss Hallie Owen and Estella Goodwin, W. O. Quirey and Paul Stewart of the freight house and some of their friends have been enjoying several 'possum hunts this fall. They always come back with "big game."

Charles E. McNeil, who has been seriously ill in the hospital at Louisville, returned to his home on December 15, very much improved. Mr. McNeil is conductor on the Evansville district.

Office of Superintendent, Louisville

Albert Irvin Dugan, Jr., was born to Mr. and Mrs. A. I. Dugan December 5. Mrs. Dugan was formerly Mrs. Nancy McGregor, utility clerk in the office of the superintendent.

Walter F. Conrad, Jr., was born to Mr. and Mrs. Walter F. Conrad December 4. Mr. Conrad is accountant in the superintendent's office, Louisville.

T. E. Hill, superintendent, attended the Gridiron club dinner, Washington, D. C., December 9. Mr. Hill was the guest of Arthur Krock, editor the Louisville Times and Courier-Journal. President C. H. Markham also attended this dinner.

Miss Josephine Metz, comptometer operator, who recently underwent an operation on her nose, has returned to the office.

Mrs. Laura Banes, widow of the late A. W. Banes and mother of C. J. Banes, chief clerk to the superintendent, died at her home, 1523 East Elm street, New Albany, Ind., Wednesday, December 6, of a complication of diseases. She is survived by one son, C. J. Banes, and one daughter, Miss Mabel Z. Banes, formerly employed as file clerk in the office of the superintendent. Burial was in Fairview cemetery.

Guy Ashmore, assistant chief clerk to the superintendent, has purchased a bungalow on 35th Street, near Broadway, Louisville, and with his family has moved into the new home.

Harry G. Devinney, chief clerk to the roadmaster, Louisville, has purchased a bungalow in Shawnee Terrace, Louisville.

Signal Department (J. P. Price)

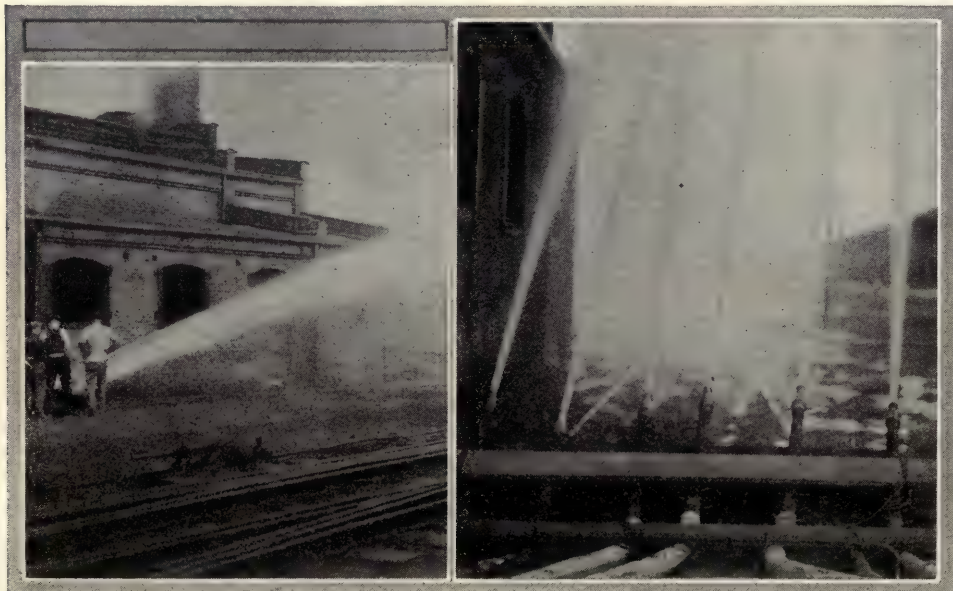
A new second arm has been installed on southward absolute signal "A" at Paducah yard to permit tonnage trains to enter the yard. This arm is of the automatic semaphore type working in two positions. This work was carried out by Signal Foreman S. A. Sauer.

Changes in the automatic signals between Paducah and Clarks, Eddyville and Kuttawa and Princeton and Scottsburg, on account of the construction of new second track, have now been completed.

Signalmen C. L. Bromley and H. D. Bromley have been transferred to the Illinois division to assist in interlocking plant construction at Kankakee.

Signal Foreman C. C. Sauer has completed the work of installing semi-automatic operation for the new rail locks on the Cumberland and Tennessee River drawbridges. These rail locks are now operated by an electro-pneumatic machine controlled by a lever in the interlocking machine in each tower. Interlocking signal protection is also provided for the operation of the drawbridges.

The installation of new automatic signals between Fox Run and Graham, Ky., is progressing nicely, and it is expected that the new signals will be placed in service about January 1. The interlocking changes



Fire protection test at our Stuyvesant docks, New Orleans, La. The six fire streams shown are throwing 1,800 gallons of water a minute.

will also be completed about the same time. A lot of new material for this work was received during December. Signal Foreman A. M. Pfeiffer is in charge of this work and is rushing it to completion with his usual vigor and energy. Signalman J. C. Martin is in charge of the automatic signal wiring. Signalmen C. L. Dean, Albert Hagan and Roy Coursey have been transferred to Nortonville to assist on the work of installing the new automatic signals between Fox Run and Graham.

Leighton Keys has been appointed temporary signal maintainer at Rockport, in place of Signalman C. L. Dean, transferred to Nortonville.

Lionel Goodman has been appointed assistant signal maintainer at Grand Rivers, in place of Bell Frymire, who is relieving C. L. Bromley, signal maintainer at Princeton, Ky.

E. F. Oates, signal maintainer at Nortonville, is assisting J. C. Martin on the circuit wiring of the new automatic signals between Fox Run and Graham, Ky.

Signalman E. J. Davis of Central City has been adjusting and focusing switch and signal lights on the division the last month. As a result of this work a nice improvement has been shown in the condition of these lights.

Signal Maintainer J. M. Robinson of West Point and Signal Supervisor J. P. Price have been working on an improvement for their adjustable switch stand tip. They have announced that their improvement is now completed and that the device will be placed on the market as soon as the patent is obtained.

Signal Maintainer Edgar Wilson of Vine Grove, Ky., has been awarded the signal department performance prize for 1922 on account of making the highest average on automatic signal performance and for having the best signal and switch lights during the year. This prize, which consists of a new type "K" volt-ammeter, enclosed in a handsome walnut box, will be presented to Mr. Wilson at the educational meeting to be held in January.

TENNESSEE DIVISION

Conductor H. L. Nourse, on the Cairo district, Tennessee division, has been commended for his alertness in discovering a difference in the stenciled weight of IC-117548 being handled into Mounds in Local No. 92, of which he was in charge. The car was stenciled 33,200 pounds on one side and 43,200 pounds on the other. The proper authorities were immediately notified, in order that the error might be corrected, which probably prevented a claim.

That the "Home Division" of our magazine is an aid to matrimony has surely been proved on the Tennessee division. J. Faulkner Williams, terminal checker at Fulton, had been courting the stenographer to the chief clerk, Miss Vernita Tribble, for some time; but when she began to submit her "detectable recipes" and suggestions to the "Home Division" she again exemplified "the way to a man's heart." Wednesday evening, November 29, attended

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3 Pairs.....\$1.30, Postage 10c

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6 Pairs..... 2.34, Postage 15c

12 Pairs..... 4.50, Postage 25c

12 Pairs..... 4.50, Postage 25c

See December Catalogue on Gloves

PEOPLES GLOVE COMPANY

P. O. Box 14

Decatur, Ill.

by the groom's brother, Thomas Williams, and Miss Etha Roberts, they were married at the Methodist parsonage by the Rev. R. W. Hood. The happy couple left immediately on train No. 1 for New Orleans, where they spent a very enjoyable week "honeymooning."

The raising of the mile bridge north of Wickliffe, Ky., on the Cairo district, has clothed the north end of the Tennessee division with a very busy appearance; and it is not all appearance. The bridge, which is 4,000 feet long, is being raised thirty-eight inches to get it above the highest known water of the Mississippi and Ohio rivers. This work entails the use of ten bridge gangs of about twenty men each, three derrick-pile drivers, two American ditchers, five work trains and four section gangs, as well as six operators to take care of the trains on the single track. The work is being pushed at the rate of twenty-four hours a day, as the crews are divided and are working twelve hours each. Temporary connections have been put in south of Wickliffe and at Fillmore which permit the elimination of traffic over the bridge and cause a single track operation for about two miles.

The Birmingham district established a record by furnishing seventy-five carloads of lumber in one day recently.

Freight Office, Birmingham, Ala.

(Ben Herring)

The forces of the Illinois Central and Central of Georgia freight house were treated to an instructive and entertaining demonstration and talk by Ed Barton of Mr. Richmond's office, Chicago. Mr. Barton exhibited cinematograph pictures as to the proper ways to load freight so as to avoid damage caused by shifting. The pictures of the test car showing damage caused by rough handling were interesting to the large audience.

Business at Birmingham is holding up exceptionally well, especially outbound carload traffic, notwithstanding that in December business usually drops off. The prospects for this business to continue for some time are very bright, as all the large industries are running to capacity.

MISSISSIPPI DIVISION

On November 9 R. T. Hamilton was married to Miss Lallah Kimbrough of Grenada, Miss., at the home of the bride's parents. Shortly after the ceremony the happy couple caught the northbound train for Memphis, Nashville and other points. Upon their return they will reside in Grenada, at which point Mr. Hamilton is the efficient night operator.

Sympathy is extended to Conductor H. W. Caldwell, Grenada district, in the loss of his wife, which occurred in a Memphis hospital November 23.

Miss Lalla Cathey, daughter of Conductor R. F. Cathey, died at the home of her parents in Jackson, Tenn., November 15, after a short illness. She was 20 years of age.

We have the following births to report: To Mr. and Mrs. H. B. Tyler, on November 14, a son. Mr. Tyler is warehouse clerk at Water Valley. To Mr. and Mrs. D. H. Johnson, on November 14, a son. Mr. Johnson is a conductor on the Water Valley district.

As an example of prompt handling of cars, here is the following: On November 29, Erie-73684, salt, was placed at Tillatoba, Miss., for unloading at 8 a. m. It was released at 11 a. m., placed for loading blocks for Memphis and loaded and billed at 2:10 p. m. same date.

LOUISIANA DIVISION

Superintendent's Office, McComb, Miss.

Mrs. D. T. Robinson, performance clerk, tendered her resignation on December 1 on account of going to Selma, Ala., to live. She has been an Illinois Central employee since 1918, at which time she entered the service as pass clerk.

The new comptometer operator is Clyde Robertson, coming to us from Independence, La.



Here is a picture of R. B. Humphreys, switchman, Memphis terminal. The ducks in the picture were killed by him while hunting on Southern Lakes, in Arkansas, several miles west of Memphis.

Several members of the force have been enjoying Saturday afternoon hunts in the surrounding woods, with some luck.

Miss Una Holmes has accepted a position as chief performance clerk, in place of Miss Mary Browne, who has become a member of the tonnage force.

Chief Dispatcher's Office

Chief Dispatcher Schneider has enjoyed several successful hunts in Louisiana swamps within the last month.

Dispatchers Wall and Holliday also went hunting near Holmesville recently.

L. E. Davis, fourth trick operator, McComb, has accepted the position of third trick in the New Orleans telegraph office.

John Kennon, third trick operator, Nogan, has accepted the position of fourth trick at New Orleans.

Night Chief Dispatcher West has been ill; however, he is back on the job again.

Transportation Department

(W. E. McNeill)

Conductor J. A. Ashton, well known figure on trains Nos. 24 and 1, between New Orleans and Canton, has been ill in the Illinois Central hospital at New Orleans for some time. He has greatly improved, however, and will soon be able to resume his duties. Conductor Henry Erickson is filling his place.

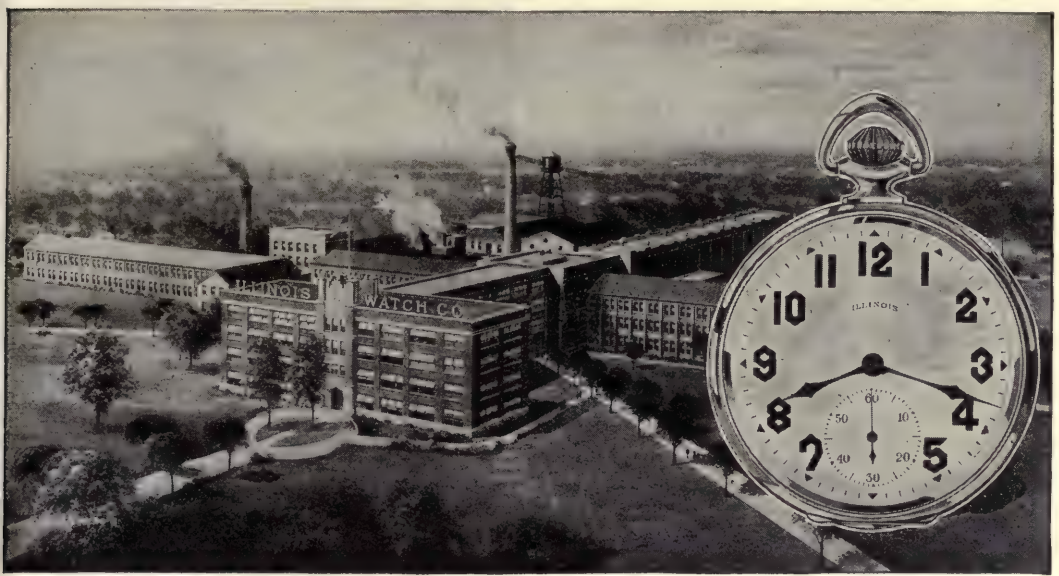
Robert McCormick, former call boy, has accepted a position as brakeman on the Louisiana division.

Conductor C. P. Cook is in the Illinois Central hospital at New Orleans, having undergone a serious operation. His condition at present is somewhat improved.

The transportation department employees of this division, as well as those of the Memphis division, who run into Gwin, are now enjoying the benefits and conveniences of the new hotel at Gwin, which fills a long felt need at this point and is thoroughly equipped to accommodate all employees.

A continuous train order office has recently been installed at Crupp, the first station south of Yazoo

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ILLINOIS WATCH COMPANY
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City. This is another sign of progress and good business on the Louisiana division.

On Sunday, December 3, McComb City Division 367, O. R. C., and Olive Broas Division No. 29, Ladies' Auxiliary to O. R. C., held their annual installation of officers jointly for the coming year. After the installation a banquet was thoroughly enjoyed by all.

Miss Virgie Price, daughter of Conductor J. B. Price, McComb, and Leonard Graves, son of Engineer Wess Graves, were married recently in Little Rock, Ark. While the marriage was expected, the early date was a surprise to their numerous friends.

Road Department

E. A. Watts of Jackson has accepted the position as clerk to the supervisors which was vacated by Miss Roberta Darville, who accepted the position of performance clerk in the superintendent's office.

An addition, as well as a rearrangement, of the ticket office in the negro waiting room at Jackson is under construction.

Work has been begun on the 300-ton coal chute at McComb. This includes sanding facilities, two double Robertson cinder conveyors, three pen stocks, and necessary track facilities for each structure. The approximate cost is \$70,000.

A large fruit shed near the compress at Jackson is under construction.

An addition to the platform at Osyka is being made which will be covered and used for a packing shed in fruit season, as well as a cotton platform.

The forces have been busy adding to and rearranging the depot at Ponchatoula, changing the type of construction from wood to stucco at an approximate cost of \$20,000.

Painting campaign on Illinois Central main line shows all depots and section houses in the race.

Earl V. Sheppard, section foreman, Yazoo City, died at Lexington, Miss., November 12. Mr. Sheppard, who was born in 1874, entered the service in June, 1903, as a laborer and was promoted to section foreman in 1905. Although he had been on the sick list for some time, his somewhat sudden death was a shock to his numerous friends.

Mechanical Department

Engineer A. M. Stewart is recuperating after being



Here is Miss Doris Robertson, daughter of Conductor W. P. Robertson, whose marriage to O. R. Diamond of Shreveport, La., was secretly performed at Magnolia, Miss., on October 17, the fact being kept from their numerous friends until December 4. Mr. Diamond is connected with the Standard Oil Company at Shreveport.



Here are the home and children of B. B. Wall, assistant car foreman, Jackson, Miss. Mr. Wall entered the service as a car repairer at McComb, Miss., in July, 1912, and was later transferred to Jackson with a promotion to assistant car foreman.

extremely ill for several weeks in the Illinois Central hospital at New Orleans.

Engineer Clarence Strader is on a leave of absence, spending the greater part of his time in New Orleans.

Hazelhurst, Miss., enjoyed a trade day celebration on November 25, which was made interesting by numerous aerial stunts performed by Aviator Irving.

Agent C. E. Elarton, Osyka, Miss., has resumed his duties at that station after a leave of absence for several weeks. His place was filled by W. W. Hollingsworth.

W. H. Allen, agent at Independence, enjoyed a week-end hunt with Chief Dispatcher Schneider recently.

General Foreman's Office, Asylum (Miss Edna Cordts)

Paul O. Christy, machinist, roundhouse shops, Asylum, and Mrs. Olive Bullock, Rolling Fork, Miss., were married at Rolling Fork on November 19. After spending several days with Mr. Christy's brother, who is chief clerk to General Car Foreman Arnold at Memphis, the newlyweds returned to Jackson, Miss., where they will make their home.

Freight Office, Jackson (C. H. Williams, Sr.)

Mrs. Alma Hill is welcomed to the office after a long leave of absence due to illness.

The death of little Miss Dorothy Britt, sister of Clerk Fred Britt, went to accident at school, is sincerely deplored.

Several of the force, our agrarian members, may be found at odd moments, after hours, grouped together in an earnest discussion of fall plowing and "cover crops." Many are interested in agriculture.

NEW ORLEANS TERMINAL Local Freight Office (Jesse W. Ford)

Joseph Sacco, notice clerk, and Miss Jennie Serio, both natives of New Orleans, were married on November 16 at the Church of St. Peter and Paul. A short honeymoon was spent visiting relatives of the bride at Greenwood, Miss.

Arthur E. Tracy, belt clerk, was a patient at the Illinois Central Hospital, New Orleans, recently, where he was operated upon for tonsillitis. He has now fully recovered and is back at his old job on the belt desk.

The sympathy of the employees of the local office is extended to Eugene Fourcade, delivery clerk at Levee yard depot, in his recent bereavement. Mr. Fourcade suffered the loss of his mother several weeks ago.

J. A. Mouton, embargo clerk, is the proud father of a nine-pound baby boy, born Sunday, December 10.

Export Freight Office, Stuyvesant Docks (Fred De Long)

Andrew W. Gras, freight inspector, and P. J.

McNiff, loading clerk, have entered the ranks of the benedicts. They were quietly married several weeks ago.

H. R. Meausler, car sealer, fruit wharf, was operated upon recently at the Illinois Central hospital. He has now fully recovered and is back on the job.

A. E. Scaife, agent at Stuyvesant docks, and Mrs. Scaife, returned recently from a sojourn of several weeks in New York City, where they were the guests of their daughter and grandchild. They report a very pleasant trip.

The news has just leaked out that John S. Seiler, son of Agent Seiler, local office, was married on



AGENTS

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"CONTINENTAL"
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PROTECTION

The latest policies provide **INCOME FOR LIFE**

or total disability—accident or illness. If you have a CONTINENTAL policy you and your family are protected no matter what happens. (The unexpected is always happening.)

Before it is too late, see our agent or mail the coupon today.

CONTINENTAL policies are carried by Railroad men everywhere in the United States and Canada.

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Continental Casualty Company,
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My age is

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ADDRESS

My occupation is

Continental Casualty Company H. G. B. ALEXANDER **Chicago**
President



Union Station, New Orleans

November 1. The boys are offering their congratulations.

E. M. Blanchard, cashier, who was recently operated upon for tonsillitis, has now fully recovered.

Yard Office
(A. J. Condon)

Thomas O'Hara, chief yard clerk, Levee yard, has resigned from the service to accept a position as traffic manager with the General Box Company. He has been succeeded by E. L. McCrary.

MEMPHIS DIVISION
Superintendent's Office

The tonnage desk in the accounting department seems to be the center of Cupid's activities, as again he has entered their ranks, this time taking Miss Myra Morris, who surprised her many friends on November 29 with a quiet but beautiful wedding at the First Baptist church. The happy groom is Leon

Pedréty, who is engaged in the real estate business in Memphis.

We are glad to see the smiling face of Tommy Long, our old file clerk, again within our ranks. Tommy believes in the old adage that "two can live as cheaply as one." To prove that fact, he married Miss Elsie Rose Mazzoni, November 15, at Louisville.

The many friends of Conductor V. R. Byrd will regret to learn of his illness in the Illinois Central hospital, Chicago. Reports from Mr. Byrd are very encouraging, and it is hoped he will soon be among us, fully restored to health.

Conductor H. E. Frederick, who has been on leave of absence for the last six months on account of ill health, is reported improving. However, it will be several months before Conductor Frederick will be able to resume his duties.

C. M. Coburn, accountant, resigned December 1 to accept a position with the Paducah Cooperage Company, Paducah, Ky. Mr. Coburn writes he now has a "Ford" and is endeavoring to ride off that feeling of "Memphis homesickness" which has threatened to overwhelm him lately.

"Bob" Kernodle, our genial report clerk in the office of Roadmaster Maynor, resigned his position on December 1 to try his luck at selling cigars and candy for the Lew Hardy Company, Memphis. His position has been filled by Miss Birdie Carstarphen, clerk in the office of the supervisor of bridges and buildings.

That Memphis division employees are always on the alert not only to protect the interests of the company but to lend a helping hand to others is evidenced by the report given in by Engineer F. F. Wright. While on Extra No. 948, November 27, going into Tchula, Fireman John O'Neal discovered the roof of a house on the east side of the track, just off the right-of-way, on fire. Prompt action on the part of

Home of
M. A. Smith,
Supervisor of
Bridges & Building & Water Service,
New Orleans
Terminal,
Louisiana Av.,
New Orleans.



"Last Month I Made \$876 in My Spare Time"

*The Amazing Story of Carl Rowe
Who Rose From an Income of \$50 a Week
To \$1,000 a Month*

My name is Rowe—Carl Rowe. I live in a small city in New York State.

I am going to tell you an amazing story about myself. It may seem too strange to believe, but you can easily verify everything I have to say.

Two years ago I was a baker. I was struggling along, trying to make the money in my pay envelope meet the increasing expenses of our family. There was no prospect for the future.

Today, just two years later, I am a successful business man. I have plenty of money for all the things we need and want. Last month I made \$876 during my spare time, and was able to put \$200 a week in my savings account.

I am going to tell you how it happened.

Please remember that two years ago I had no surplus cash. I was in the same fix as nine out of ten other men. Expenses were constantly mounting and my salary, although it had increased, could not keep pace with the cost of living. My wife had to do without things that I knew she ought to have. We wanted an automobile, but we couldn't afford it. We wanted to buy our own home, but we couldn't afford that.

It made me desperate to think what might happen if I became sick or lost my job. I worried about it, and so did my wife. We were living from hand to mouth, and we didn't know what calamity and hardships might be lurking just around the corner.

And yet—today—I own our nine-room house. I have an automobile. I have money for books, the theatre, or any other pleasures that I may want. I have the cash today to educate my son and send him through college.

Here is how it happened. One day in glancing through a magazine I read an advertisement. The advertisement said that any man could make from a hundred to three hundred dollars a month during his spare time.

I didn't believe it. I knew that I had worked hard eight hours a day for \$50.00 a week, and I figured that no man could make that much during a couple of hours a day spare time.

But as I read that ad I found that it pointed to men who had made that much and more. In the last paragraph the advertiser offered to send a book without cost. I still doubted. But I thought it was worth a two-cent stamp, so I tore out the coupon and put it in my pocket and next day on my way home from work I mailed it.

When I look back to that day and realize how close I came to passing up that ad, it sends cold chills down my spine. If the book had cost me a thousand dollars instead of a two-cent stamp, it would still have been cheap. All that I have today—an automobile, my home, an established business, a con-

tented family—all these are due to the things I learned by reading that little eight-page booklet.

There is no secret to my success. I have succeeded beyond any dream I may have had two years ago, and I consider myself an average man. I believe that I would be criminally selfish if I did not tell other people how I made my success.

All the work I have done has been pleasant and easy, and withal, amazingly simple. I am the representative in this territory for a raincoat manufacturer. The booklet that

I read was one issued by that company. It tells any man or woman just what it told me. It offers to anyone the same opportunity that was offered to me. It will give to anyone the same success that it has brought to me.

The Comer Manufacturing Company are one of the largest manufacturers of high-grade raincoats on the market; but they do not sell through stores. They sell their coats through local representatives. The local representative does not have to buy a stock. All he does is to take orders for Comer raincoats and he gets his profit the same day the order is taken. Fully half my customers come to my house to give me their orders.

My business is growing bigger every month. I don't know how great it will grow, but there are very few business men in this city whose net profit is greater than mine, and I can see only unlimited opportunity in the future.

If you are interested in increasing your income from \$100 to \$1,000 a month and can devote all your time or only an hour or so a day to this same proposition in your territory, write The Comer Manufacturing Company at Dayton, Ohio. Simply sign the attached coupon and they will send you the eight-page booklet referred to by Mr. Rowe and full details of their remarkable proposition.

Cut Out and Mail

The Comer Mfg. Co., Dept. Y-66, Dayton, Ohio.

Gentlemen: Please send me, without obligation on my part, copy of your booklet and full details of your proposition.

Name.....

Address.....



In the French Quarter, New Orleans

this fireman in getting a ladder and putting out the fire probably saved the whole east side of the town from loss, as a heavy wind was blowing from the west and the fire was gaining rapidly.

Ray Brown, chief clerk in the office of Agent R. Smith, Greenwood, Miss., is reported as being seriously ill at his home in Greenwood.

NEW ORLEANS DIVISION

Superintendent F. R. Mays, Roadmaster E. W. Brown, Supervising Agent A. S. Hurt and Accountant C. J. Brown were all ill of dengue fever the last few weeks. Each suffered a severe attack of the disease, which has been prevalent in Vicksburg and vicinity.

John Anderson, formerly accountant in the superintendent's office at McComb, Miss., has accepted a position as timekeeper on the New Orleans division and is now on the job.

The winter season for vegetables is now on, and large shipments from the Rio Grande Valley are being received from the Gulf Coast Lines at Baton Rouge, La., for forwarding on our lines to points north and east. Notwithstanding the report of a short crop, the business shows but little decrease under last year.

The immense sugar cane crop in Louisiana is also being handled with the usual healthy co-operation of the planters and the company. The yield promises to measure up favorably with last year, and no effort is spared for an expeditious and satisfactory movement.

J. B. Wilson has been appointed watch inspector for A. Graves and Company, Vicksburg, succeeding A. Burton, resigned.

Division headquarters announce this month the marriage of A. G. Wellons, traveling auditor, and Miss Roberts of Brandon, Miss. Mr. and Mrs. Wellons will live in Vicksburg.

First ground for the Brunswick levee extension, Warren county, Miss., was broken on December 11. This levee will close the gap in the levee on the east bank of the Mississippi between the Tennessee line and the mouth of the Yazoo canal at Vicksburg, thereby reclaiming 250,000 acres of arable land in the vicinity of the Yazoo & Mississippi Valley lines. Approximately \$1,500,000 will be expended on the work. The event was celebrated by a big barbecue.

One Hundred Twenty-eight

Superintendent F. R. Mays, who is a levee commissioner for Warren county, was on the committee of arrangement and was prominently identified with the great success of the big affair.

The death of H. G. Morris, for years ticket agent at Selma, Miss., occurred recently. He leaves a widow, who has assumed charge of the station.

Natchez, Miss. (R. K. Holman)

Sympathy has been extended to Engineer Ward B. Anderson, who recently suffered the loss of his wife. "Mrs. Ada," as all of the railway boys lovingly called her, was an estimable woman, fine of character, sweet and gentle of disposition. Her genuine and cheery welcome to her hospitable home will be sadly missed by all who were privileged to call her friend.

Our agent at Natchez, Major R. L. Montgomery, who recently assisted the Natchez Red Cross in raising its quota of the annual roll call, reported to the Red Cross that the Yazoo & Mississippi Valley employees subscribed 100 per cent on the drive.

Neal A. McLean, who has been in the service at Natchez for several years, resigned his position as chief clerk recently, accepting a position as traffic manager with the National Box Company at Natchez.

R. K. Holman, for more than two years division special accountant, has succeeded Mr. McLean.

Our Natchez Yazoo & Mississippi Valley Club, noted for its success in duck, quail and miscellaneous game hunting, has been handicapped and greatly disappointed the present season in the absence of favorable cold weather. We hope "Old Sol" will abdicate for a while in favor of "Jack Frost" and afford us the privilege of entertaining our division friends at any time they feel disposed to pay us a visit and enjoy a hunt, as they are always welcome.

Victor A. Jehlen, cashier at Natchez, so far has the record here of best spotter of wild ducks. Recently, while out duck hunting in company with your correspondent and others and while journeying through the woods to what was supposed to be a lake, "Vic," in the lead, suddenly threw up his hand for silence.

Asked what he saw, he rejoined: "Look at that big mallard yonder in the edge of the lake."

We gave him the privilege of bagging the duck, and after he had proceeded about fifty yards on his "all fours," with gun leveled, he finally gave up in despair and shouted, "Come on." When we arrived where he had silently crawled to, we failed to locate any sign of duck or water. The hard part of it was we continued walking until long past dark without locating either duck or lake. The trouble was, the lake used to be there, but it had dried up.



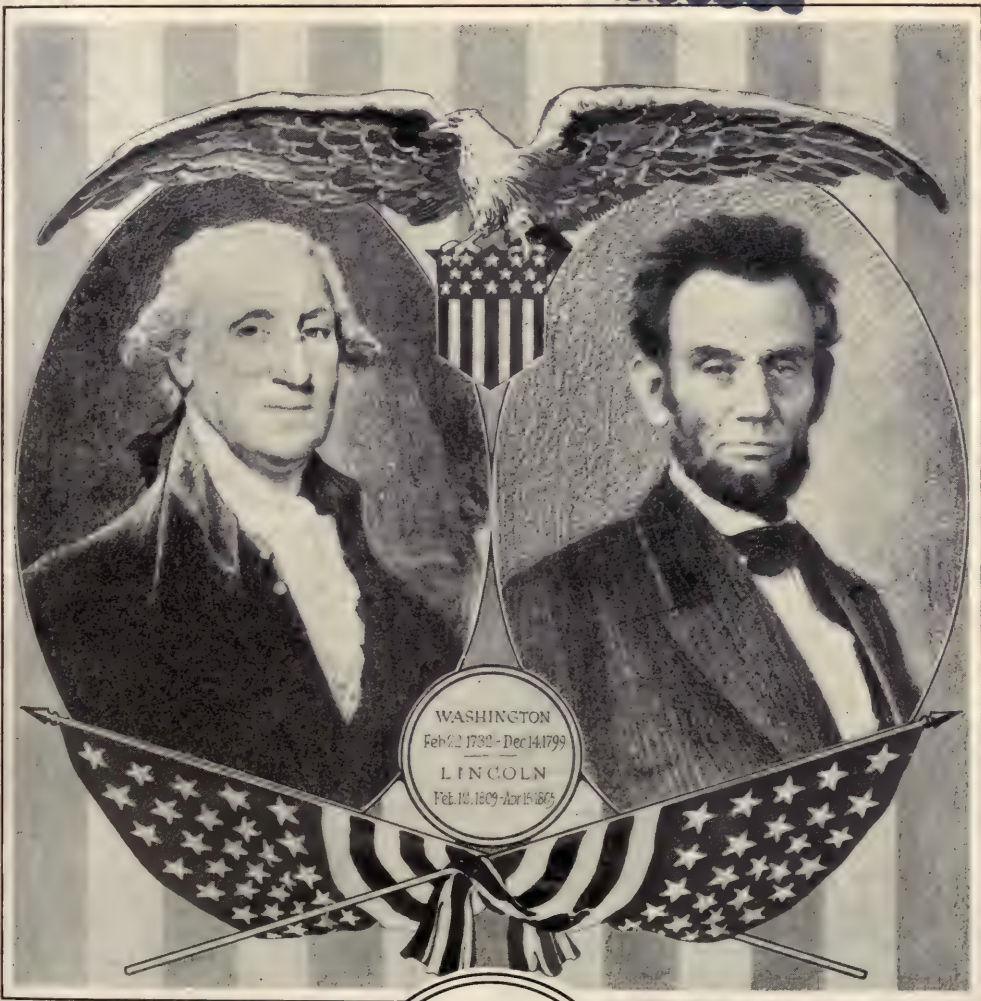
*Steamer Kossuth Ferencz from Fiume at
Stuyvesant Docks, New Orleans*

Illinois Central Magazine

ILLINOIS CENTRAL MAGAZINE

UNIVERSITY OF ILLINOIS LIBRARY

FEB 1 1923



FEBRUARY

1923

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The price of the famous Congoleum Gold Seal Art Rug is just as well known, absolutely as standard, as sugar, salt or flour used to be.

Go anywhere, look everywhere, in stores, catalogs, magazines, and newspapers—and once more refresh your memory of the actual universal standard price of a full size Gold Seal Congoleum Art Rug.

Here we bring you not one rug alone, but four—and all four for less than the regular price of one. A full room size, 9 foot by 12 foot, Congoleum Rug and three small companion Congoleum Rugs to match—each small rug 18 x 36 inches.

30 Days Free Trial

We'll send all four rugs on trial for 30 days. We want you and urge you to put them down on the floor and use them for a whole month—free of expense and without promise or obligation of any kind.

We guarantee that if you would rather return the rugs after making this kind of a trial, just say so and send them back. We will refund to you every penny of transportation charges, both going and coming.

Pay Little by Little Take a Full Year

And that's not all! No matter what your circumstances—we'll send all four rugs immediately, without waiting, red tape or bother, for just a dollar pinned to the coupon.

And we'll wait a year for the balance of the money. If you keep your rugs after making a 30 day's trial, you can pay little by little, almost as you please, taking a full year. That's the way we sell everything.

The Most Famous of All Congoleum Patterns

Congoleum Gold Seal Art Rugs are rapidly becoming the national floor covering—universally used in the kitchen, bathroom and dining room in good homes.

They lay flat from the very first moment without fastening. They never curl or kick up at edges or corners. No need to tack them down. Dirt cannot accumulate underneath.

Less work. Congoleum floors mean less worry and no back breaking drudgery. Dirt, ashes, grit, dust or mud cannot "grind into" Congoleum Rugs, because the surface is hard and does not absorb. A damp rag keeps a Gold Seal Congoleum Art Rug clean and doesn't hurt it.

Waterproof. These rugs are guaranteed waterproof. There is no burlap in Gold Seal Congoleum Art Rugs for water to rot. The surface is hard and smooth and wear resisting.

This stunning pattern is a superb tile design that looks exactly like the finest mosaic tile that you have ever seen, in lovely robins' egg blue and stone gray colorings. Such a rug in your kitchen will change the appearance of the whole room. In the dining room it gives an effect impossibly beautiful to describe. For a bedroom it is the most appropriate pattern imaginable. For the bathroom it is absolutely ideal.

This Offer Ends in 30 Days Send Your Dollar NOW

We cannot hold this offer open long. We make it for quick action to prove to you our ability to sell you similar bargains in all kinds of house furnishings from cellar to garret, on the same wonderful terms.

Clip the Coupon and pin a Dollar to it.

No. D4C408 9 ft. x 12 ft. Genuine Congoleum Gold Seal Art Rug and 3 companion Congoleum Rugs to match, ea. 18 x 36 in. **\$15.95**

Spiegel, May, Stern Co.

1540 Thirty-fifth Street, CHICAGO, ILL.
I enclose \$1. Send me on approval the 4 Gold Seal Congoleum Art Rugs here described, No. D4C408—on 30 days Free Trial. If I am not delighted with the rugs, I can return them and get my \$1 back, also all transportation costs. Otherwise I will pay cash terms, \$1.25 monthly, until special bargain price \$15.95, is paid

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City..... State.....
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This Congoleum Rug bargain is just a sample of the ten thousand other bargains in our great big furniture book. A postcard will bring it to you free for the asking. It shows everything for the home. It is probably the largest book of the kind published. A great many things are shown in their actual colors.

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You never need to ask for credit. It's the way we sell everything. And we always loan articles free for a whole month before you need to decide.

A Few Departments

Wood Beds	Steel Beds	Curtains
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Rugs and carpets in all weaves and patterns and colors. All sorts of odds and ends like wringers, irons, drapes, tools, fixtures, trunks and bags. And a great big department of diamonds, watches and jewelry.

Ask for it now. A plain letter or postcard will do.

Spiegel, May, Stern Co.

1540 35th Street, CHICAGO, ILL.

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E. L. Crugar

Mr. Crugar, recently appointed engineer of construction, entered railway service in 1900 with the Chicago & Alton Railroad as chainman on relocation work. He was subsequently rodman and instrumentman at various places until 1902. From 1902 to 1906 he was with the Louisville & Nashville Railroad on location and construction of the Knoxville, LaFollette & Jellico Railroad as office assistant, resident engineer on construction and assistant engineer of the Knoxville division. From 1906 to 1914 he was with the Chicago & Alton as office assistant, assistant engineer on construction work, real estate engineer and assistant chief engineer. He entered the service of the Illinois Central System in 1914 as assistant engineer in the construction department and was appointed district engineer of the Southern Lines in December, 1916. He was appointed engineer of construction January 1, 1923.

ILLINOIS CENTRAL MAGAZINE

FEBRUARY

NINETEEN TWENTY-THREE

Published monthly by the Illinois Central System in the interest of the system, its officers and employees, and the territory served by its lines.

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GEORGE M. CROWSON, *Editor*.

CHARLES E. KANE, *Assistant Editor*.

They Recall the Lincoln of Illinois Days

Vaspasian Warner and George D. Chafee, Local Attorneys for Our Railroad, Relate Experiences in His Life

AT Clinton, Ill., there is still living a man who knew Abraham Lincoln in the flesh, who can recall intimate pictures of the great American in the days when Mr. Lincoln was an obscure, circuit-riding, country lawyer, who in memory hears again the very tones of Mr. Lincoln's voice—stilled now for upward of three-score years by the bullet of an assassin. Colonel Vaspasian Warner, now nearly eighty-one years of age, himself a member of the distinguished profession of the law, is the man.

"My earliest recollection of Mr. Lincoln," Colonel Warner said to a representative of the *Illinois Central Magazine*, "was when I was a boy about 15 or 16 years old. My parents lived about a block south of the courthouse square here in Clinton, and a block east of our home stood what was called Bennett's Tavern, a popular stopping place for lawyers and others who came to attend sessions of circuit court.

"I remember one day seeing a tall, ungainly man in a frock coat and linen pants, wearing a stovepipe hat, walking between two immaculately attired lawyers. Mr. Lincoln's coat sleeves appeared too short and his pants legs didn't quite reach his shoe tops; his whole appearance was awkward and uncouth; but his companions seemed eagerly attentive to whatever it was he was saying. I thought it an odd thing that gentlemen of such elegance should be interested in such a person.

Lincoln's Friends at Clinton

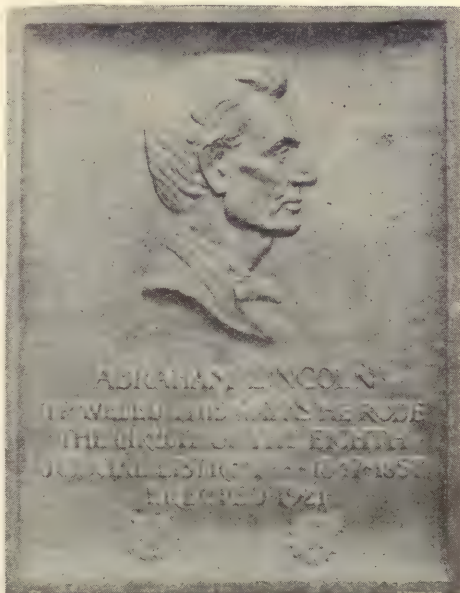
"Judge David Davis was the circuit judge in those days. He held court at Clinton once or twice a year. Judge Davis afterward had a distinguished career as an associate justice of the United States Supreme Court and as United States senator from Illinois. The state's attorney was a man named Ward H. Lamon. The latter was

over fond of intoxicating liquor. On one occasion when, boylike, I was loitering at the tavern listening to the talk, Judge Davis, Mr. Lincoln and Prosecutor Lamon were sitting talking in the cool of the evening. Lamon presently suggested that he get some whisky and they repair to a room where they could talk in greater comfort. Judge Davis objected.

"'You know you got drunk last week, Ward,' he said, 'and I had to adjourn court until you got sobered up.'

"Lamon protested that this time he would remain within the bounds of decency and moderation. But the judge was obdurate.

"Mr. Lincoln interposed finally. 'Your honor,' he remarked in his droll way, 'I



Tablet at Shelbyville courthouse

move you that Mr. Lamon be granted one more trial."

"Judge Davis laughingly consented, and the thirsty man proceeded to obtain a pitcher full of corn whisky. The three then took their way to an inner room of the tavern.

A Club Safer Than a Fist

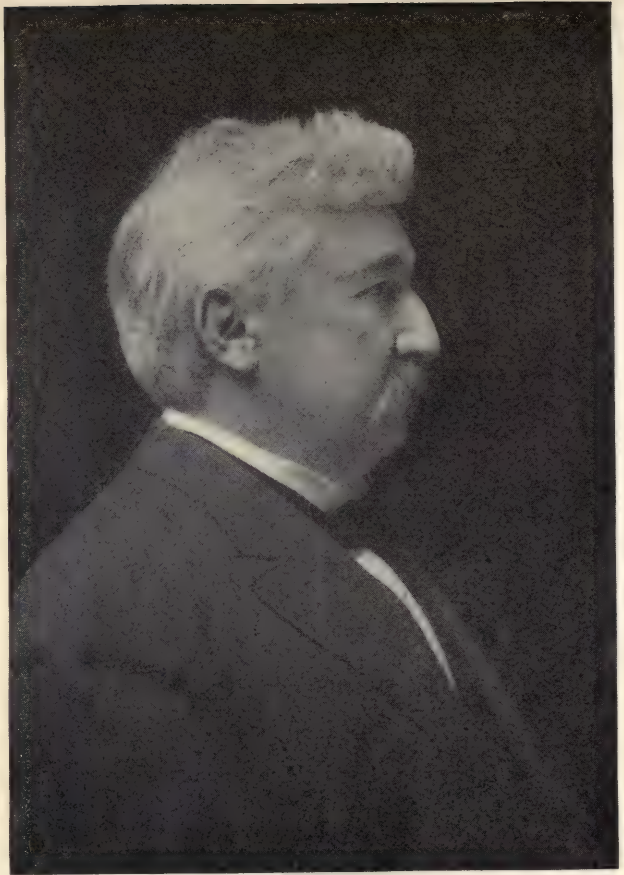
"Mr. Lincoln did not drink, although it was almost the universal custom among men in public life of that day. There is an amusing story about Ward Lamon in later years. After Mr. Lincoln became President, he appointed Lamon marshal of the District of Columbia. A certain individual of more or less dangerous reputation made threats against the marshal's life. One day the two met on Pennsylvania Avenue, in Washington, and the threatener made a move toward his hip pocket. Lamon struck him a terrific blow under the jaw and actually broke the fellow's neck, killing him instantly.

"In a panic, he sought the President, told him the circumstances and begged for protection. Mr. Lincoln looked grave. 'Well, Ward,' he said at last, 'I'll stand by you—but hereafter, when you have occasion to hit a man, don't use your fist. Get a club.'"

Colonel Warner relates an incident when Stephen A. Douglas spoke in Clinton at a Democratic rally. Someone wrote to Mr. Lincoln at Springfield and suggested that he ought to attend the meeting. He did so, but arrived late and came up on the stand behind the fiery Douglas, who did not know of his presence. The "Little Giant" handled Mr. Lincoln without gloves during the course of his speech. At the close, there were loud cries of "Lincoln! Lincoln! Speech! Speech."

Mr. Lincoln stood up and said tactfully that it was Mr. Douglas' meeting and he had no moral right to interfere, but that he would be glad to make a few remarks later, over at the courthouse. Afterward these two powerful figures campaigned together, denouncing each other's policies and opinions without reservation, but in their private relations they remained faithful

Six



Colonel Vespasian Warner

friends until Douglas died soon after Lincoln became President.

There was a man named Robert Lewis in Clinton who discovered a deed to some land in the Missouri Ozarks among his father's papers after the latter's death. Lewis decided to locate on his Ozark farm and accordingly went thither. The story goes that he found a log cabin on the property occupied by an old man, some dogs and a squirrel rifle.

A Good Proof of Title

"Who owns this place?" Lewis asked.

"I do," said the squatter.

Lewis produced his deed and suggested that there might be a legal question involved. Whereupon the other took down his rifle from its pegs and remarked: "Well, h'ars my title—now, you git."

Lewis returned to Clinton saying that he bowed to the squatter's proof of title.

After the Civil War, some men from DeWitt County, Illinois, bought a quantity of cotton at Memphis, and while the civil

authorities consented to its being shipped north, the military rules would not permit its shipment. Lawrence Weldon of Clinton, a friend of Mr. Lincoln, was sent to Washington to obtain a presidential order rescinding the rule.

The President listened to Weldon's plea. "Do you remember Bob Lewis' Ozark land?" he asked. "Well, Bob had the civil rights, but the militia had proof of title. This seems to be a similar case." So the cotton never came North.

Lawrence Weldon's son, Lincoln Weldon, was born when Mr. Lincoln was an unknown and struggling lawyer. Weldon named the boy after the man who was destined to undying fame. Colonel Warner thinks that, probably, Lincoln Weldon was the first child to be honored by the name of the martyred President.

When Lincoln and McClellan Met

Mr. Lincoln was at one time attorney for the Illinois Central in several counties. Colonel Warner tells the following story:

"There was a case in Judge Davis' court at Clinton wherein the railroad was being sued on some count or other. When the case was called, Mr. Lincoln rose and asked for a continuance for one day. He said: 'One of our witnesses is the chief engineer of the company. His name is George B. McClellan. He can't be here until tomorrow. Further deponent saith not.'

"Judge Davis granted the continuance. The following day there met for the first time those two men—one of whom was to be President of the United States and the other commander-in-chief of the Army of the Potomac, all in the short space of half a dozen years."

Lincoln's droll humor was well known in

the '50's. There is a story of a certain country doctor who had won distinction in his profession. His name was Winn. When anybody got sick, if Doctor Winn couldn't save him, he was beyond help, according to popular opinion.

Sick Until Judgment Was Paid

One Tom Hutchin got into a legal controversy with the doctor and sued him. Judgment was rendered for \$150 in Hutchin's favor—a tremendous sum, the price of a farm, in those days. A feud resulted. Presently, however, Hutchin fell ill. The community was amazed to hear that Doctor Winn had been called. One day Mr. Lincoln was driving with a companion in his buggy along the country road. Doctor Winn, astride his nag with pills and panaceas in saddle bags behind him, hove in sight. Mr. Lincoln stopped his equipage and hailed the physician.

"I hear our friend Tom Hutchin is down sick," he said.

"Yes, he's sick," the doctor assented.

"Who is attending him?" Lincoln asked with elaborate innocence.

"I am," returned the other curtly.

"Ah," murmured Lincoln. "Is he likely to recover, you think?"

"I think so," said Doctor Winn.

"When—do you reckon?"

Doctor Winn eyed his questioner shrewdly. "Why," he said, "I reckon he'll recover about the time that judgment is paid off."

Tradition has it that Lincoln's roar of appreciation could have been heard half a mile away.

Colonel Warner a Native of Illinois

Colonel Warner was born April 23, 1842, in Farmer City, Illinois. From the age of 3 months, he has spent practically all of



Boulder marking site of Lincoln-Thornton debate, Shelbyville, Ill.

his 80-odd years of life in Clinton. He enlisted in the Union army in 1861 when he was 19, serving until the end of the war. He was promoted to lieutenant and later commissioned captain by President Lincoln. He served under Grant in the Fort Donelson campaign and was wounded at Shiloh and other major engagements. One of his treasured possessions is a dispatch received by him at Oxford, Miss., where he was provost-marshal for a time, written in a quaint running scrawl and signed "U. S. Grant, Major General."

Colonel Warner says that on one occasion General Grant detailed a troop from Fort Donelson to scout into Confederate territory as far as Clarksville, Tenn. He thinks that President Markham of the Illinois Central System must have been there at the time, probably about a year old. He confesses that he didn't see him nor very many other Southern gentlemen on that visit, as nobody seemed desirous of entertaining Yankee company.

Later, Colonel Warner was brevetted major by President Lincoln and still later appointed judge advocate general of Illinois with the rank of colonel. He served as a member of the national House of Representatives for ten years, from 1895 to 1905. He was appointed commissioner of pensions by President Roosevelt, serving in that capacity for four years and an additional nine months under President Taft, resigning to return to his law practice at Clinton.

Graduated From Harvard in 1868

Colonel Warner served in Indian campaigns on the western plains after the Civil War, under General Grenville Dodge. He resigned from the army in the fall of 1866 and entered Harvard University law school, from which he was graduated in 1868. He began the practice of law at Clinton as a partner of Clifton H. Moore, now deceased. Colonel Warner has been local attorney at Clinton for the Illinois Central Railroad for many years.

Shelbyville, the county seat of Shelby County, Illinois, is another place which is full of living memories of Lincoln when he rode the circuits as an itinerant lawyer. The old inn still stands on the east side of the courthouse in Shelbyville where Mr. Lincoln stopped when he came to the town during court sessions twice a year. A bronze tablet at the southwest corner of the county edifice records Mr. Lincoln's pilgrimages to that spot on his rounds. There will be unveiled, at Shelbyville, this coming 12th day of February, a monument in the form of a massive granite boulder, marking the exact place where Mr. Lincoln and Anthony Thornton met on June 15,

1856, in a joint debate upon the subject of slavery in the Louisiana Territory.

The stone which will serve as an enduring reminder of that day was selected by George D. Chafee of Shelbyville, who has lived there since April, 1861, and has an intimate knowledge of the early history of the county in connection with the great Emancipator. Mr. Chafee tells many interesting stories of Lincoln's droll wit which always so astutely covered any point at issue more succinctly than polished phrases or rounded paragraphs could have done.

Some Logic That Lincoln Claimed

On one occasion when the profundities of logic were under discussion, Mr. Lincoln is credited with having said: "I make no claims to proficiency in the fine shades of logic, but I can readily distinguish the difference between a chestnut horse and a horse chestnut."

There are two original letters written by Mr. Lincoln to Dr. J. B. Herrick, whose son, J. T. Herrick, is a prominent banker at Shelbyville and who now owns the letters. They relate to certain matters in which Mr. Lincoln was interested at the time he was a member of Congress and are self-explanatory. Following are verbatim copies:

"Washington, January 19, 1849.

"Dr. J. B. Herrick.

"Dear Doctor:

"Your letter from Chicago recommending William M. Black for register of the land office at Vandalia, is received. Two others, both good men, have applied for the same office before. I have made no pledge, but if the matter falls into my hands I shall, when the time comes, try to do right in view of all the lights then before me. I do not feel authorized to advise anyone what course to pursue.

"Yours truly,

"A. Lincoln."

"Springfield, June 3, 1849.

"Dr. J. B. Herrick.

"Dear Sir:

"It is now certain that either Mr. Butterfield or I will be commissioner of the general land office. If you are willing to give me the preference, please write me to that effect at Washington, whither I am going. There is not a moment of time to be lost.

"Yours truly,

"A. Lincoln."

Mr. Lincoln failed to secure the appointment, however, it turned out, and history does not record whether or not Doctor Herrick indorsed his aspirations in that regard.

The Disadvantages of Goodness

Reference is made in the second letter to Mr. Lincoln's impending visit to Wash-



The Lincoln-Thornton debate, Shelbyville, Ill., June 15, 1856



1 Abraham Lincoln
2 Anthony Thornton
3 Dr. York
4 Abraham Middlesworth
5 General W. F. Thornton
6 Prof. C. W. Jerome
7 Michael Gregory
8 Col. Cyrus Hall
9 Charles C. Scovil
10 William Tackett
11 Robert Pugh
12 Charles Thornton
13 Albert Thornton
14 Col. D. C. Smith
15 George D. Chafee.
16 Elmus Jaeger
17 William Page
18 Chattin Kelley

19 Hardin Barrett
20 Dr. Enos Penwell
21 Noah Huffer
22 William Ward
23 John A. Tackett
24 Ephriam Cook
25 William Headen
26 John Ward
27 William Cochran
28 Horace L. Martin
29 Samuel H. Webster
30 Joseph Oliver
31 Capt. Park Martin
32 George W. Keeler
33 Burrel Roberts
34 Jasper L. Douthit
35 George Wendling
36 August Pfeiffer

37 George Durkee
38 Dr. R. Bruck
39 Hosea Funk, Sr.
40 Charles Woodward
41 Thomas Headen
42 Charles Lufkin
43 Samuel W. Moulton
44 Morris R. Chew
45 John Harding
46 W. Addison Trower
47 Col. Hiram Scarborough
48 —————
49 John Thornton
50 Samuel French
51 John Root
52 Nathan Curry
53 William Eddy
54 William Storm

KEY TO PORTRAITS IN LINCOLN-THORNTON PAINTING

Reproduced by permission of the painter, Robert Marshall Root

ington. It was on this visit that a fellow-traveler on the stage coach took occasion to criticize Lincoln's lack of conviviality. This person, whose name has been lost to history but who was described as a typical Kentuckian of the time, after some conversation with the future President, produced a flask and offered the usual invitation. Mr. Lincoln politely explained that he never drank. The other presently proffered a cigar, which was declined with the acknowledgment by Mr. Lincoln that he never smoked. Finally the Kentuckian produced some chewing tobacco, which likewise failed to meet with favor. The Kentuckian snorted disgustedly.

"Well, stranger," he said, "I don't want to offend you, but my experience has taught me that a man who has no vices also has—d few virtues."

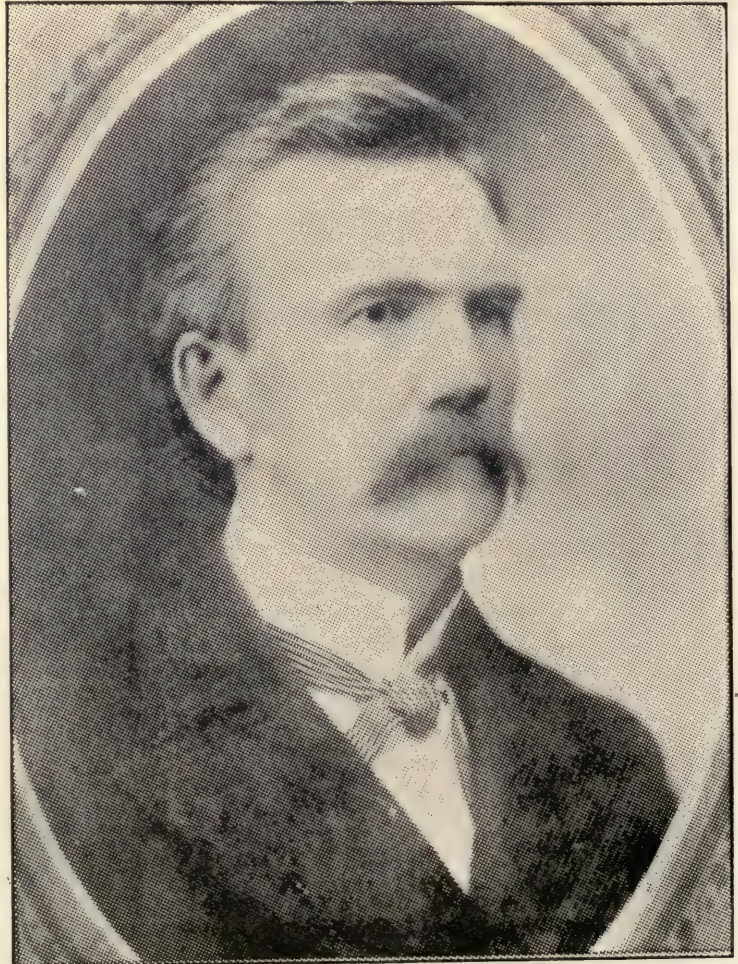
When the Lincoln-Thornton debate was held at Shelbyville, probably nine-tenths of the people there were of pro-slavery opinion, it is said. The population was largely composed of former Kentuckians, Virginians and Tennesseans who had come North and settled in the early days. But if three-fourths of his audience were against him at the beginning of the discussion, tradition says that at the close of the debate three-fourths of those present were won by the force and clarity of his argument. Thornton was also a Kentuckian and a lawyer, and he and Mr. Lincoln were warm friends all their lives.

George D. Chafee has been local attorney for the Illinois Central Railroad at Shelbyville since 1868. He is now nearing his 84th

birthday, having been born July 2, 1839. In recent years he has not been active in the practice of his profession, choosing rather to take his ease in the kindly quietude of life's afternoon. He still keeps his office, climbing daily the old familiar stairs, deep-furrowed with the contact of his footsteps that have traversed them for more than forty years.

Mr. Chafee was born in Rutland County, Vermont, and came to Shelbyville about the time the guns were sounding that fired on Fort Sumter. He was one of the electors who chose President Rutherford B. Hayes in 1876. He has represented Shelby County in both branches of the state legislature, as a member of the lower house in 1880 and as state senator in 1904.

September 18, 1922, there was unveiled



George D. Chafee

at Charleston, Coles County, Illinois, a memorial marker commemorating the fourth of the great Lincoln-Douglas debates which took place September 18, 1858. The marker is placed in one corner of the courthouse grounds.

The *Mattoon Daily Journal-Gazette* gave a very interesting account of the ceremonies, which were conducted under the auspices of the Mattoon and Charleston chapters of the D. A. R., the Sally Lincoln chapter of Charleston and the Edward Coles chapter of Mattoon. Henry R. Rathbone of Chicago and the Rev. Doctor William E. Barton of Oak Park were the speakers.

Views on Lincoln and Douglas

Mr. Rathbone said of Stephen A. Douglas: "He was a debater of singular skill. His mind was fertile in resources. He was a master of logic. None perceived more quickly than he the strength or the weakness of an argument and none excelled him in the use of sophistry and fallacy. Where he could not elucidate a point to his own advantage, he would fatally becloud it for his opponent. He spoke with extraordinary readiness. His speech was terse, rigorous, pointed—he rarely used a simile. He was destitute of humor. In the field of American politics, his knowledge was comprehensive, minute. He was by nature an orator. He could lead a crowd almost irresistibly to his own conclusions. He was, in short, an able, audacious, almost unconquerable opponent in public discussion.

"Mr. Lincoln was calm and philosophic. He would not argue from a false premise, or deceive others or be himself deceived by a false conclusion. He had given anxious thought to the problems of free government and to the destiny of the republic. He had marked out for himself a path of duty and he walked in it fearlessly. His mental processes were slower and more profound than those of Douglas. He did not seek to say merely the thing which was best for that day's debate, but the thing which would stand the test of time and square itself with eternal truth and justice. He wished nothing to appear white unless it was white. He had an abundant sense of humor and employed it in illustration of his argument—not wholly for the sake of exciting merriment. He had the wonderful aptness of Franklin in this regard. He could teach a great truth with the



Inn at Shelbyville where Lincoln stayed

felicitous brevity of an Aesop fable. His words did not flow in an impetuous torrent as did those of Douglas, but were deliberately chosen, conclusive."

Doctor Barton said in part:

"Lincoln and Douglas both spent the night of September 17, 1858, in Mattoon. Both drove over to Charleston the following morning, each one at the head of a great procession.

"It was on the occasion of the Charleston debate that Mr. Lincoln made his famous reply: 'I do not understand that because I do not want a negro woman for a slave, I must necessarily want her for a wife.' This was in answer to Douglas' declaration that Lincoln believed in social equality of the white and black races."

Seven Lincoln-Douglas Debates

There were seven debates in which Mr. Lincoln and Mr. Douglas participated that year. They were held at the following places in Illinois: At Ottawa, August 21; Freeport, August 27; Jonesboro, September 15; Charleston, September 18; Galesburg, October 7; Quincy, October 13; Alton, October 15.

Two years later, these two tremendous figures, champions on opposing sides of a question which involved the sacrifice of a million lives and the expenditure of a great nation's material and economic reserve strength before its ultimate settlement, were opposing candidates for the highest office in the land.

Mr. Lincoln was elected—and the man who had been his bitterest political rival through those troubled years, but who remained to the end a true and faithful friend, held his successful adversary's hat as they stood under the shadow of the great dome of the national capitol and Mr. Lincoln stood forward to deliver his inaugural address.

Abraham Lincoln's Views on Americanism

*Little-Known Address Made at Springfield
Points Our Sole Danger as Being Within*

The following is from an address which Abraham Lincoln, then only 28 years old, delivered in 1837 before the Young Men's Lyceum at Springfield, Ill. The very fact that it is among the least known of Lincoln's public utterances has prompted the editors to select it for publication upon this anniversary occasion.*

IN the great journal of things happening under the sun, we, the American people, find our account running the date of the nineteenth century of the Christian era. We find ourselves in the peaceful possession of the fairest portion of the earth as regards extent of territory, fertility of soil, and salubrity of climate. We find ourselves under the government of a system of political institutions conducting more essentially to the ends of civil and religious liberty than any of which the history of former times tells us.

We, when mounting the stage of existence, found ourselves the legal inheritors of these fundamental blessings. We toiled not in the acquirement or establishment of them; they are a legacy, bequeathed to us by a once hardy, brave and patriotic, but now lamented and departed, race of our ancestors.

Theirs was the task (and nobly they performed it) to possess themselves, and through themselves us, of this goodly land, and to uprear upon its hills and its valleys a political edifice of liberty and equal rights; 'tis ours only to transmit these—the former unprofaned by the foot of an invader, the latter undecayed by the lapse of time and untorn by usurpation—to the latest generation that fate shall permit the world to know. This task gratitude to our fathers, justice to ourselves, duty to posterity and love for our species in general, all imperatively require us faithfully to perform.

How, then, shall we perform it? At what point shall we expect the approach of danger? By what means shall we fortify against it? Shall we expect some transatlantic military giant to step the ocean and crush us at a blow? Never! All the armies of Europe, Asia and Africa combined, with all the treasure of the earth (our own excepted) in their military chest, with a Bonaparte for a commander, could not by force take a drink from the Ohio or make a track on the Blue Ridge in a trial of a thousand years.

At what point is the approach of danger to be expected? I answer, if it ever reaches us it must spring up amongst us; it cannot come from abroad. If destruction be our lot we must ourselves be its author and finisher. As a nation of free men we must live through all time, or die by suicide. * * *

I know the American people are much attached to their government; I know they would suffer much for its sake; I know they would endure evils long and patiently before they would ever think of exchanging it for another—yet, notwithstanding all this, if the laws be continually disregarded and despised, if their rights to be secure in their persons and property are held by no better tenure than the caprice of a mob, the alienation of their affections from the government is the natural consequence, and to that sooner or later it must come.

Here, then, is one point from which danger must be expected. The question recurs, "How shall we fortify against it?"

The answer is simple. Let every American, every lover of liberty, every well-wisher to his posterity swear by the blood of the Revolution never to violate in the least particular the laws of the country, and never to tolerate their violation by others. As the patriots of '76 did to the support of the Declaration of Independence, and so to the support of the Constitution and laws, let every American pledge his life, his property and his sacred honor—let every man remember that to violate the law is to trample on the blood of his father, and to tear the charter of his own and his children's liberty.

Let reverence for the laws be breathed by every American mother to the lisping babe that rattles on her lap; let it be taught in schools, in seminaries and in colleges; let it be written in primers, in spelling books and in almanacs; let it be preached from the pulpit, proclaimed in legislative halls, and enforced in courts of justice. And, in short, let it become the political religion of the nation; and let the old and the young, the rich and the poor, the grave and the gay of all sexes and tongues and colors sacrifice unceasingly upon its altars.

They [the Revolutionary fathers] were pillars of the temple of liberty; and now that they have crumbled away that temple must fall unless we, their descendants,

supply their places with other pillars, hewn from the solid quarry of sober reason. Passion has helped us, but can do so no more. It will in future be our enemy. Reason—cold, calculating, unimpassioned reason—must furnish all the materials for our future support and defense. Let those materials be molded into general intelligence, sound morality, and, in particular, a reverence for the Constitution and laws; and that we improved to the last, that we

revered his name to the last, that we remained free to the last, that during his long sleep we permitted no hostile foot to pass over or desecrate his resting place, shall be that which, to learn, the last trumpet shall awaken our Washington.

Upon this let the proud fabric of freedom rest, as the rock of its basis; and, as truly as it has been said of the only greater institution, "the gates of hell shall not prevail against it."

What Lincoln Meant to One Immigrant

By J. H. LORD,

District Passenger Agent, Springfield, Ill.

About ten years ago a rough-appearing man came to my office to seek advice about his wife and five children whom he desired to bring to this city from their homes in Wales. He had not yet reached middle age. The children were all young. He had not seen them for a year, because he had only funds enough to pay his way to Illinois. He was working in one of the mines near this city and had now saved enough money for his family's passage. I undertook to arrange everything for their transportation from Wales to Springfield. In his anxiety, he frequently came to my office. Sometimes it would be necessary for him to wait, and

I noticed he would take from his pocket a soiled little book in which he soon became absorbed.

One day I asked him what the book was. It was a life of Lincoln. And then he told me this story.

"One Christmas I was looking for small gifts, and I went into a shop in Wales where there were books for sale. I saw the word 'Lincoln' on the cover of this book, and I asked the shopkeeper whether it was about the American Lincoln. He told me it was, and I bought it for 2 shillings. I read it through before I went to bed that night, and when I finished it I said I would not rest until I reached Springfield, Ill.

"I carried the book with me to work and



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down in the pits. At the noon hour, with only the flickering light of my lamp, I read this book over and over. It has never been away from me. When I had saved enough I came to this country, and I did not stop until I reached Springfield. Within an hour after I arrived here, I was at Lincoln's tomb. I knelt in the open and thanked God that I was in America. I have now saved enough to bring my family, and this is to be our home, and our children will grow up to know Lincoln and to guide their footsteps after his."

The family reached New York in safety.

Illinois Central representatives took charge of them, and they came through to Springfield with scarcely an incident. The husband and father was at the station, and I think the meeting was the most affecting sight I have ever witnessed at a station.

This man worked for several years in the mines about Springfield and then went to Missoula, Mont., to become a storekeeper for a mining company.

I have no doubt the experience of this man is not at all unusual among the better class and the more intelligent of the European aliens who seek refuge in this country.

Travelers "Treated" at Centreville, Miss.

By NORA P. RING, Stenographer,
Superintendent's Office, Vicksburg, Miss.

Yazoo & Mississippi Valley trains Nos. 30 and 31 stop for dinner and No. 12 for supper at Centreville, Miss. The hotel there is conducted by Mr. and Mrs. Harry Peck, who have become famous with the traveling public for the excellent cuisine of their establishment. Anyone who has ever eaten one of their meals, served in home style, always remembers it with pleasure.

When the passenger trains pulled into Centreville on Christmas day and made the usual stop for dinner, one of the surprises of their lives awaited the passengers, who through necessity or otherwise were forced to absent themselves from home and fire-side on that happy day.

The diners, upon entering the hotel, which is a short distance from the station, found the gracious host and his wife ready to receive them. They were ushered into the dining-room, where the following menu was spread for their delectation: Turkey with oysters, chicken, cranberry sauce, creamed potatoes, tomatoes, lettuce, salads, hot biscuits, fruit cakes, layer cakes and ice cream. And all this served in home fashion—verily a real Christmas feast.

The guests were invited to partake of this delightful repast, and after they did justice to it the surprise was sprung. The meal was served free of charge. It was on the house! It was Mr. and Mrs. Peck's Christmas offering to the patrons of the Yazoo & Mississippi Valley.

Not content with this unique action, the hosts had provided a sextet of negro sing-



Mr. and Mrs. Harry Peck and their dining room, Centreville, Miss.

ers, who rendered selections appropriate to the occasion.

The generous thoughtfulness of Mr. and Mrs. Peck and their substantial Christmas gift were highly appreciated by those who

were so fortunate as to enjoy their hospitality, and the passengers resumed their journey with sincere wishes for the long life and prosperity of their generous friends.

How "Mike" Kennedy Made His Last Run

The *Illinois State Journal* of January 5 had this to say:

"Michael J. Kennedy, Sr., veteran Illinois Central Railroad conductor, who was in the passenger service on the Springfield division for twenty-four years, will make his last run over the line tomorrow morning.

"Mr. Kennedy, who was familiarly known by his host of friends as 'Mike,' will not give the highball to his engineer as the big engine puffs away from Union station, nor will he call the stations as the train progresses eastward.

For 'Mike' Kennedy is dead.

"As he lived for many years, riding the crowded passenger trains, he will be for a brief space in death. A special Illinois Central train will leave the city at 8 o'clock to carry his remains to Clinton and then to Decatur, where the funeral will be held at 11 o'clock. Interment will be made there.

"Mr. Kennedy died at St. John's Hospital. He had been ill for a number of months and unable to work, but he could not resist the call of the work he had followed so long, and last Sunday he reported to take his run. He became fatigued soon and had to leave his train at Clinton and return home. He entered the hospital soon after and death followed Wednesday, January 3."

The following Illinois Central employees and friends served as pallbearers: W. E. Walsh, John Lovell and Joseph Lordan, conductors; J. R. Irvine and R. M. Heaton, flagmen; William McConnell, pensioned baggageman; J. W. Gallagher, engineer, and Thomas Corrigan, conductor on the C., P. & St. L.

Mr. Kennedy was born on August 7, 1859, at Decatur, Ill., and entered the service of the St. Louis, Peoria & Northern Railway Company on June 5, 1898. The Illinois Central Railroad Company purchased the St. Louis, Peoria & Northern in December, 1899, and since that time Mr.

Kennedy had served the Illinois Central faithfully as conductor.

During his entire service with the Illinois Central he had a clear record, one that few railway employees establish while in service. In the death of "Mike," the railway company loses a valuable employee and the employees lose a true friend.

AN IMPERTINENT TRUCK

About 8:30 a. m., Thursday, January 4, a 3-ton truck belonging to the Louisville Builders Supply Company, loaded with heavy cement blocks and pipe, which had been parked at Seventh and Main Streets, Louisville, Ky., headed west, turned the corner "of its own accord" and proceeded down 7th Street Hill, without chauffeur, and parked itself in the women's waiting room of Central Station—that is, as much as could get in through the window.

There was a loud crash of broken glass and splitting timbers as the truck smashed through the window, taking the sash with it. Fortunately, there was no one in the waiting room, and the only damage was to the truck and the window.



M. J. Kennedy



Where the truck stopped

Making Springfield, Ill., a Lincoln Shrine

*City Planning and Zoning Commission Bears
in Mind the Importance of Its Work*

By A. L. BOWEN,
Chairman, Springfield City Planning
and Zoning Commission

WHEN the City Planning and Zoning Commission of Springfield, Ill., was casting about for a consultant, John Nolen, a distinguished city planner of Cambridge, Mass., came to discuss this matter with us. Addressing the annual meeting of the Chamber of Commerce, he made this statement: "There are only two cities in the United States toward which every American turns his eyes and to which the whole civilized world pays homage—Washington, the national capital, where rests the body of George Washington, and Springfield, where rests the body of Abraham Lincoln. No other American city belongs in this exclusive circle. These are the shrines of the nation."

This simple statement by a modest New Englander revealed to our own people the magnitude, the grandeur and the sublimity of the heritage that is Springfield's. He appreciated our importance on the map of the world as no other man in this city appreciated it. The people of Springfield must realize that there is a responsibility upon them to make their city what it should be to fulfill the expectations of mankind.

Through the instrumentality of the City Planning and Zoning Commission and other agencies, Springfield expects to rise to its obligations, and there is developing a pretentious but practical scheme for making Springfield worthy of its Lincoln heritage. It is hoped to secure the co-operation of Sangamon County, central Illinois and the state itself. I believe that they are already in line to follow Springfield's lead and that whatever is done will be done with a view to creating such a memorial as will be a fitting acknowledgment of the value we place upon the Lincoln heritage.

Plan to Cover Fifty Years

The Planning and Zoning Commission has been in existence one year. It has employed Myron H. West as its consultant. Mr. West and his corps of specialists will be able to submit plans in May for the development of this city through the next fifty years. In laying out the city for this period, consideration is being taken of the tomb of Lincoln and his home as objectives which must be given the places of greatest prominence. The plans will call for unifica-

tion of railroads and a union station which will form a part of the picture.

But whatever Springfield does will be done for the purpose of working its plans into a greater plan which will include those points in central Illinois which Lincoln immortalized. Among these is Old Salem, at Petersburg, thirty miles north of Springfield. The state has purchased this site as a state park and has been rebuilding the town as it was in the days when Lincoln lived there. It is proposed to connect Springfield and his tomb with Old Salem by means of a great boulevard properly landscaped.

Springfield is going to put herself in order, so that she may be the setting for this priceless jewel. The hundreds of thousands who are going to pass through our avenues in the next generation to visit the capital of Illinois and pay respects at the home and tomb of Lincoln must carry away the impression from what they see of us that we are worthy of our eminence in history and current affairs.

I think the people of Springfield are nearer than they ever have been to a clear understanding of this fact of their responsibility and that they are ready to make the supreme effort that it calls for.

The Interest of Central Illinois

Lincoln belonged to Springfield first as her citizen, but he traveled central Illinois as a lawyer and as a political campaigner. It is significant that every town, hamlet and city in which he stopped, even if it were only once, holds that contact in reverence.

Recently, through the efforts of various societies, tablets have been set up to mark his more important stopping points, but these are not sufficient. No community is going to be satisfied with the little that has been done. Every one of them is prepared to magnify to the fullest possible extent the association which Lincoln had with it.

Thus there is growing through all this great section of Illinois, which we call "central" and which was the scene of the formative acts in the life of Lincoln, a greater and greater interest and reverence for his memory. It is encroaching upon Springfield and demanding what is properly its portion of the story and honor in this heritage.

It will be willing to do its part in the

creation of the memorial that we hope some day will be the fitting testimonial of our unbounded love and worshipful esteem. Many ideas have been advanced. All of the memorials that have been suggested take on the form of a public service, and I believe that it is as it should be. The new memorial at Washington is a marvel of beauty in stone and marble and setting. It typifies the man and character as lines, proportions and symmetry can, but it serves the public only as an object of beauty—a

mission, of course, that we cannot idly dismiss from our thoughts. The Lincoln ideal, however, was service to mankind, and the memorial that we who live in this territory made sacred by his presence are to erect must be a service memorial.

It has been urged also that this country be created into a district to be known as the District of Lincoln. Within its boundaries every place and every scene associated with him shall be marked in some manner that will serve mankind.

The Winter-Time Appetite of Alligators

The following correspondence is self-explanatory, if nothing else. Agent R. Smith of Greenwood, Miss., wrote as follows to L. S. Bradley, agent at Belzoni, Miss., under date of December 7:

I noticed a few months ago a piece in the *Illinois Central Magazine* where you had raised a couple of alligators.

I have a young one about 3 months old that I am trying to raise, but can't get it to eat anything. I wish you would please write me fully what and when to feed it and how it should be cared for.

Mr. Bradley responded as follows under date of December 11:

I have your letter of recent date, asking about how to rear a baby alligator.

I note how anxious you are about the welfare of this delicate infant and know that you are spending sleepless nights pondering over the doubtful outcome of its fight for existence. I am surprised that you did not consult the "How to Keep Well" columns of some of our well-known daily papers, instead of writing me. After thinking the matter over and remembering that a railway agent must be able to answer all questions propounded to him, no matter on what subject, I will endeavor in my feeble way to direct you in the best method of rearing an alligator.

You know I have been in the railway game a good many years and have met all kinds and conditions of men and women during the past thirty-five years as an agent, and I should be able to give you good parental advice in this, your new venture. During my career as agent I have been asked by anxious mothers what was best to do for colicky babies, if I thought that a piece of asafoetida tied around a child's neck on a yarn string was an infallible remedy to keep the child from contracting the whooping cough or measles, if sulphur and lard well rubbed in the skin would cure the 7-year itch, if catnip tea would cure a baby afflicted with the hives.

I have been called upon to advise the best method of treating a cow with the hollow horn, a mule with the botts; to tell when the 3:30 train was due, to assist old maids to find husbands, to tell who would be next Democratic candidate for President, whether or not we would soon communicate with Mars via the radio route, whether or not the present Congress would lease Muscle Shoals to Henry Ford, what the outcome of the meeting at Lausanne would be, when the Irish in Ireland would settle down and quit fighting, what Congress was going to do about the Ku Klux Klan, whether or not Constantinople would be returned to the Turks and what I thought about the repeal of the Volstead Act, and thousands of other questions, to which I was supposed to give correct replies.

I must confess that your request is the first time I have ever been called upon to act as wet nurse to a baby alligator. Knowing the sleepless nights you have spent over this little foundling, I will endeavor to give you the benefit of my experience. Having reared two of these little fellows from early infancy to sturdy youth, I feel that my experience might be of some benefit to you.

Do not be uneasy about his appetite. It is just natural for him to fast through the winter. Even an old-timer will not eat the most dainty food during his period of fasting. I cannot explain whether it is a religious rite of theirs or not, keeping Lent for four or five months at a time, or whether it is just one of their fads to reduce weight. At any rate, they will not eat during winter time. Around the first of April, 1923, he will likely develop an appetite for fresh meat or fish, of which you may give him as much as he will eat. During cold weather let him have a place where he can get in the ground and keep warm. An alligator is as easily damaged by cold as a sweet potato; so be careful. He will want a damp place to stay, but not under water.

Memphis Division Chief Clerk an Organizer

F. J. Theobald Applies the Experience He Has Gained in His Twenty-two Years of Service

By COLLIE P. SAID,
Memphis Division Editor

F. J. THEOBALD, chief clerk to Superintendent J. M. Walsh of the Memphis division, has been in the employ of this company for twenty-two years, having entered the service as a car repairer at Paducah, Ky., March 1, 1900. After serving in the mechanical department, he was appointed time-keeper in the car department at Paducah in January, 1902. This was his first clerical experience. He later served as chief clerk and chief accountant. On February 1, 1909, he was appointed chief clerk to the master mechanic at East St. Louis, Ill., a position he held until May 5, 1914, at which time he was transferred to Memphis, Tenn., as chief clerk to the master mechanic. In May, 1919, he was promoted to his present position.

Although the greatest part of his railway experience has been in the mechanical department, he does his present work well and finds that the knowledge he acquired along mechanical lines is of great help in handling his present duties.

Because of his long experience, Mr. Theobald is well versed in every department of office operation and is a great believer in "system." Although he came to his present position at a time when business conditions were greatly disturbed throughout the country as a result of the World War and the office force was depleted because many of its experienced men answered their country's call, he quickly organized the force, aiding and assisting the force in every way possible, until today the office stands second to none on the system.

Blessed with an even temper, Mr. Theobald is courteous and accommodating at all times. He is very popular, not only with the patrons of the company, but also with all employees on the division. He is a member of the Elks Club and is associated with several civic organizations in the city.

Being a great lover of sports, he never misses an opportunity of either hunting or fishing, and when not on duty, unless at home with his wife and four charming children, he can be found on the banks of some stream with hook and line or else with gun and dog in the heart of the canebrake after game. Bowling also is another sport of which he is extremely fond, and as a



F. J. Theobald

crack bowler he has built up an enviable reputation among his fellow players.

PUNCTUALITY IS DESIRABLE

We have found, by careful analysis, that a man who makes appointments that he does not keep, or even the man who is habitually late with appointments, lacks the foundation upon which to build confidence. Men will not trust such a man. Unconsciously they will shun him. If a man is late with an appointment once he will be forgiven, probably, but the thing fixes itself in the mind of the one who had to wait. If the same thing happens a second time, confidence will be considerably shaken, and if it happens a third time confidence will be practically withheld from that time on. Show up late for your appointments, if you choose, since that is your privilege, but just remember that little by little this practice will remove the foundation upon which those whom you disappoint in this way have built their confidence in you, and without this confidence you cannot accomplish very much.—*Napoleon Hill's Magazine.*

Money and Men Make Ideal Partnership

*President Markham, Speaking to Shop Workers
at Burnside, Says Each Depends on the Other*

President C. H. Markham addressed more than 2,000 employes at the Burnside shops, Chicago, Friday noon, January 12. Mr. Markham spoke from an improvised platform to a multitude of employes who had gathered in the planing mill to pass their noon-hour period. The machinery had been silenced when the noon whistle blew. As the men gathered about the platform a quartet of employes sang some tuneful melodies that were very much enjoyed. Shop Superintendent L. A. North, in a few words, introduced President Markham. Mr. Markham declared that his long experience as a workman in the railway ranks makes him sympathetic with the aspirations of the employes for those things which mean greater contentment in their work and greater opportunities for happiness in their home life. "I have worked long hours," he said. "I have done work that was just as hard as that done by any man in the sound of my voice. And whatever success you may feel that I have had, whatever credit you may attach to the position I hold, did not come to me in a day, or a week, or a month, or a year. It took many years." Following is a report of what Mr. Markham said, in part:

THERE are two important factors entering into the operation of a railroad. These are money and men. I do not like to call them capital and labor, because those terms have been too greatly abused by misuse. At any rate, we have the owner and the worker, the dividend earner and the wage earner. One puts up the money that supplies the equipment and facilities, the other puts up the labor that operates the machinery supplied by the other. They are partners in the transportation business.

Each of these partners in the transportation business is just as necessary as the other. A railroad, to be successful, must have an abundance of the material facilities that are supplied with the funds contributed by the one partner, and it also must have the human facilities supplied by the other—the loyal, conscientious, efficient work of its officers and employes. It cannot succeed unless it has both.

Each of the partners has certain rights and certain duties. One cannot pursue a course that hurts the other without in the end hurting himself. If the owner does not take a fair attitude on questions affecting the welfare of the employe, he suffers

by creating an antagonistic, hostile spirit that injures the property and impairs the ability of the road to serve its patrons satisfactorily. If the employe does not take a fair attitude on questions affecting the welfare of the owner, he suffers by impairing the efficiency of the organization of which he is a part and retarding the development of the railroad.

Railroad's Prosperity Important

Having a prosperous railroad in good condition is of vital importance to both partners—to the owner and to the employe—to the one who supplies the capital and to the one who supplies the human energy. A railroad that is not prosperous, not in good condition, is not in a position to pay a fair return to either the investor or the employe. In an unprosperous, ill-kept condition, it cannot long continue to do either.

Many changes have taken place in the industrial world in the last ten years. Living costs have increased materially. Rents and retail prices of fuel, clothing, food, and so on, have shot up, and these economic changes have resulted in substantial changes in the railway industry. In view of these changed conditions, consider how the two partners in the transportation business have fared.

You men are familiar with the increased rates of pay which shopmen have received during the past ten years. In addition, the standard working day in railway shops has been shortened from nine and ten to eight hours, safety devices and practices have lessened the hazard of injury, shopmen are given brighter, more cheerful surroundings in which to work, and they have better tools to work with. Most of the other railway occupations have fared equally well. I believe this is as it should be. It is my opinion that railway employes who give their best service to the company, loyally and efficiently, ought to be well paid and ought to have working conditions that promote safety, contentment and satisfaction in their work. They should have the best wages and working conditions that economic conditions will justify.

The other partner has not fared so well. There are about 14,000 holders of Illinois Central stock, of whom a considerable number are also employes of the company. The average ownership per stockholder is about eighty shares. Ten years ago eighty shares of Illinois Central stock yielded a return

of \$560 a year, and only the same return is now being realized, despite the fact that the owner, like the employe, has to meet the higher cost of living.

No Increase in One Partner's Return

While one partner has been profiting by higher wages and better working conditions, the other partner, who is just as necessary to the railroad, has been content with accepting a return upon his investment that has not increased, but the actual buying power of which, on the other hand, has been almost constantly declining. Even at that, the Illinois Central stockholder is much better off than the stockholders of many other railroads, some of which are considered to be highly prosperous roads, for during this period of change a number of railroads have been passing their dividends altogether and some others have reduced their dividend payments substantially.

The great danger that lies in this inequality between the partners in the transportation business is that many investors have been discouraged by the meager returns that the railroads have been earning and have been driven to other markets. A prosperous railroad must constantly be adding to its equipment and facilities, for the volume of business offered the railroads is constantly growing and there must be a growth in the railway machinery to take care of the increased business that must be moved. When a railroad is unable to increase its facilities in keeping with the growth of business, everybody connected with transportation suffers. The shipper suffers because he cannot get promptly all the transportation service that he requires for the proper conduct of his business, the owner suffers because the railroad is deprived of possible earnings, and the employe suffers because the railroad, being deprived of needed revenues, is not in so good a position to pay good wages and grant good working conditions.

It is the function of the management of a railroad to take the funds supplied by the owners of the property and the human energy supplied by the officers and employes, and turn out transportation service that will be satisfactory to the patrons of the railroad. In that position, the management represents three groups: It represents the owners—the employers; it represents the officers and employes of the organization, and it represents the patrons—the public. It must be duly considerate of the welfare of all three groups.

Must Take All Into Consideration

There are times when you men may think of the management of the Illinois Central System as representing the owners, espe-

cially when you are unable to obtain everything you would like to have in the way of wages and working conditions. However, that is only partly true. The managing officers of this railroad do represent the owners of the property, but they also represent you and the public. While the management might like to grant all your requests for better wages and improved working conditions, it must be mindful also of the other two groups which it represents. Better wages and better working conditions must be made possible by more economical operation, or else they result in depriving the owner—the other partner—of his share of reward, or in increasing the rates which the public must pay for transportation service. Concessions granted at the expense of either the owner or the public would in the end militate against the employe.

Instead of thinking of us as representing the owners of the property of which we are all employes, I would like to have you think of me and our other officers as your co-workers. We are all associated together in one big enterprise—that of furnishing to the public a fundamental, essential service. What is for the welfare of one is for the welfare of all, and we should put forth a united front in the operation of the railroad. I like to think about the members of our organization as being united in a common enterprise, working for the welfare of each other.

Proper Organization Is Valuable

Most of the trouble that has come up in the past between the managements and employes of the railroads of the country has been due to misunderstanding. We have let outsiders come in and create a gulf between us, and that gulf has been filled with suspicion and distrust. I am not blaming the employes for that; in fact, I think the managing officers of the railroads have been most at fault for not taking the initiative in closing up the gap. For a railroad to be successful, there must be a unity of spirit and purpose in the organization that can come only through mutual understanding and good will. The management must understand and be in sympathy with the aims and aspirations of the employes, and the employes must understand and be in sympathy with the aims and aspirations of the management.

I want to tell you frankly that I believe in the fundamental principles of labor organization. I have not hesitated to make this same statement to the public. Labor organizations that are directed along proper lines can be instruments of good, for the employes, for the owners, for the management, and for the public. However, any-



President Markham speaking at Burnside

thing that has in it the power to do good also possesses, if wrongfully directed, the power to do harm. This applies to labor organizations. In the past, labor organizations have often been injured by poor leadership. A labor organization ought to inspire good craftsmanship. It ought to be of real service to the member who wants to get ahead in life, as well as to the member who is content to stay where he is. It ought to foster, not thwart, ambition. An organization that does not do these things is not a constructive, progressive organization.

When there are questions relating to wages and working conditions to be adjusted, a representative of the group of men affected and a representative of the management ought to sit down together and thresh out the merits of the question and reach an amicable settlement, instead of calling in an outsider and running the risk of widening the breach.

There was the shopmen's strike last summer. One of the stated causes of that strike was the practice of some railroads in contracting their shop plants to outsiders. That question did not involve the Illinois Central System in any way. The practice was not being resorted to on this railroad, and our management had nothing whatever to do about the practice on the few railroads that had contracted their shop plants to outsiders. There is no reason, therefore, why trouble should have arisen between our shop employes and our management over a question which in no way affected either. It is my opinion that no trouble would have arisen if the representatives of our management and the representatives of our shopmen had been able to deal with each other, without interference from outsiders.

The management of the Illinois Central

System wants to co-operate with the employes, to work closely with them, to help them in every way it can. I have faith in our employes, faith in their honesty and integrity and their fairness, and I want them to have faith in the management—the kind of faith that is the product of mutual understanding.

Belief in American Institutions

There are some people who are afraid that our country will be destroyed by sovietism, bolshevism, or some of the other false creeds that are making a wreck of some European countries. I do not share that fear. I believe the great majority of our workers are loyal American citizens, who believe in American institutions, who respect property rights and believe in the principles that have made the United States the great country that it is today. Railway employes are pre-eminently fair at heart. The square deal is one of the fundamental principles that they will defend to the last line of entrenchments. When they are in possession of the true facts on any question, they can be depended upon to stand on the side of right and justice. It is this characteristic American spirit of fair play and the square deal that has steered us safely through the storms that have beset us in the past, and in it I place my faith to steer us through future storms.

There are some leaders in the railway labor organizations who are engaged in misrepresenting the railroads to their employes and to the public. I want to take one instance of this misrepresentation and show you how utterly false it is, so that you will have a basis upon which to judge such untrue accusations when they are made to you.

The charge that I am going to discuss is the one that probably has been made against the railroads with the greatest frequency in the past—that is, that the rail-

roads of the country are vastly over-capitalized. "Watered" stock, say the agitators, is responsible for low wages to employes and high rates to the public. I am going to talk about the Illinois Central System, because that is the one railroad with which I am thoroughly familiar and because it is the railroad in which you are most greatly interested.

Illinois Central Capitalization

The capitalization of the Illinois Central System—that is, the total par value of all stocks and bonds outstanding in the hands of the public—is about \$388,000,000. The Illinois Central System operates about 6,200 miles of line, or first track, but when we include second, third and fourth tracks, side tracks, passing tracks, yard tracks and the like, we have more than 10,000 miles of track. Our capitalization, therefore, is approximately \$62,580 for each mile of line operated, or about \$38,000 for each mile of track.

However, capitalization covers a great deal more than just the right-of-way, the ballast, the ties and the rails. On the Illinois Central System we have 75,000 freight cars, 1,800 locomotives and 1,700 passenger cars. Take our freight cars at \$1,000 each, which is about half what a new car costs now; take our locomotives at \$30,000 each, which is a little more than half the present cost of a locomotive; take our passenger cars at \$15,000 each, or considerably less than half what we paid for the last steel cars we purchased. There we have \$75,000,000 worth of freight cars, \$54,000,000 worth of locomotives, and \$25,000,000 worth of passenger cars—a total value of \$154,500,000 for rolling equipment alone. When we subtract this from our capitalization, we have left \$233,500,000, or about \$23,350 for each mile of track. Even this does not take into consideration the cost of bridges, signals, telephone and telegraph lines, buildings, land, roundhouses, shops and shop machinery, stations, and so on.

One of the big items of value to a railroad is terminal property. The Illinois Central System owns extensive terminal properties in Chicago, New Orleans, Birmingham, Memphis, Louisville, Indianapolis and in many other cities. If we had to go into those cities today and procure the properties we now have there, it probably would cost so much as to be prohibitory. You men are familiar with our terminal properties here in Chicago. Some persons believe that they alone are worth \$100,000,000. They may be worth a great deal more. The Illinois Central System owns 1,415 acres of land within the city limits of Chicago, of which 114 acres lie north of Roosevelt Road and border on the

great Loop district. The value of this land today can hardly be estimated. Our terminal properties in many other cities are also very valuable. These values are included in the \$23,350 capitalization per mile of track that we have already arrived at.

The Cost of Present Road Building

In order to get a comparison, take the cost of building a mile of hard-surfaced road. Just a few days ago it was announced that the State of Illinois had received nearly 400 bids for the construction of 195 miles of hard-surfaced roads, only fifteen miles of which involved heavy grading, and with only twelve light bridges being included. The average cost was \$25,518 a mile. According to the director of public works and buildings, this is the lowest cost thus far established in the state's highway-building program, and this, of course, does not take into consideration at all the cost of the land on which the roads are to be built nor the cost of the grading and bridge work which already has been done.

I am sure that any fair-minded person will agree that since it costs the State of Illinois more than \$25,000 a mile to build an ordinary hard-surfaced road, under those conditions, an average capitalization of \$23,350 for each mile of track, including far more than merely roadway, shows clearly that the Illinois Central System, instead of being over-capitalized, is considerably under-capitalized. The charge of "watered" stock, as it applies to the Illinois Central System, is wholly untrue, and I believe you will find similar conditions on many other railroads.

Among the things that have helped the Illinois Central System are these: It has a superior geographical location in the heart of the great Mississippi Valley; it follows a policy of keeping well supplied with equipment and facilities and of keeping its equipment and facilities in good repair; it furnishes its officers and employes good tools with which to do good work. All of these are highly important. But, in my opinion, the most important factor is that it has 60,000 officers and employes who would rather work for the Illinois Central System than for any other railroad in the world—who are giving to the Illinois Central System the best, most loyal, most efficient service of which they are capable. Let us preserve that spirit, and the Illinois Central System will continue to occupy a place in the front ranks of the railroads of the country.

Work of Each One Is Important

We are all fellow workers on the Illinois Central System. Each of us has his par-

ticular part to play, and our success collectively, as an organization, depends upon how each and every one of us performs the task that is his part. Do not think that your particular job, whatever it may be, is of little importance to the railroad. Remember always that the strongest chain that can be forged is only just as strong as its weakest link. The efficiency of a great trip-hammer that delivers a blow of many tons may depend, as you very well know, upon a tiny set-screw, a drop of oil, or a strand of packing in a valve. Never lose sight of the fact that, no matter what your particular task may be in the great, intricate, often complex machinery of the railroad, it is an important task. The spike

that holds a rail to the tie or the bolt in a fishplate is just as essential to the safety and comfort of the traveling public as the locomotive that pulls the speedy limited train.

It has been a deep pleasure to meet with you in this intimate, personal way, and to have had the opportunity to talk to you as your fellow employee.

In closing, I want to thank each one of you for the loyal and efficient service you have given during the year that has just ended. I congratulate you upon the record you have made for performance of duty in 1922, and I want to give you every assurance of the appreciation and esteem of the company.

Burnside Shops Melting-Pot of Nations

Much has been said and written about the melting-pot of America.

The Illinois Central System has found that the melting-pot does melt. In proof of which it offers the example shown in the big Burnside shops, Chicago. Here representatives of nearly all the principal nationalities of Europe labor side by side in amity. The descendants of Vikings and Goths and Franks meet and mingle with the descendants of Angles and Saxons, Latins and Greeks.

The predominating modern races in the Burnside shops are probably Hungarians, Swedes, Poles and Italians, in the order named. There are, however, many Germans, Swiss, Greeks, Russians, French, Danes, Lithuanians, Bulgarians, Rumanians, Norwegians, Bohemians, and not a few Russian Jews.

During the great war a spirit of enthusiastic and loyal patriotism was seen in the Burnside shops. When the first Liberty Loan drives were launched, foremen and committees of workers in all departments of the shops arranged suitable displays of flags and slogans high up among the great steel girders that support the roofs. Dozens of these patriotic mottoes may still be seen in the different buildings, and Old Glory still hangs from many a beam, silently reminding those below that American faith and American liberty are not for a day or a year, but for all time.

One of the striking mottoes is still to be seen in the tool room of the machine shop, where it was placed more than five years ago. It was originally a group arrangement, with the central placard, which is about 2½ by 4 feet, flanked on the one hand by a likeness of President Wilson and on the other by a picture of General Per-

shing and Uncle Sam, with an American flag underneath.

The motto reads:

"High in the skies of America

Are the Stars that will never fall.

As long as they shine let them be the sign
That America stands for all."

Other mottoes that may be seen are:

"One country, one flag, with liberty and justice for all."

"Old Glory, long may it wave, o'er the land of the free and home of the brave."

A big flag hangs in the passenger car department, with a row of allied flags suspended below and the motto: "Old Glory Above All."

Most of the departments still display their service flags bearing stars for those who went from the department to serve their country in the army or navy.



At Burnside shops

Chatawa, Miss., Academy Dates From 1874

*St. Mary of the Pines, Conducted by Sisters
of Notre Dame, Now Has 110 Boarding Pupils*

HIGH on the knob of a hill that rises from the banks of the beautiful Tangipahoa River at Catawa, Miss., stands St. Mary of the Pines Academy. It is a girls' boarding school founded in 1874 by the Sisters of Notre Dame, and it draws its name from the pine-wooded hills upon which it is set and which surround it on every side.

Chatawa is ninety-two miles north of New Orleans on the main line of the Illinois Central. Like a great many of the towns and rivers of that portion of Mississippi and Louisiana, its name is of Indian origin, signifying, so it is said, "The Place of Sparkling Waters." The waters of the Tangipahoa River more than justify the name of the town. In the late afternoon of early spring, when wild violets, honeysuckle and tiny blue daisies transform the banks of the stream into gardens of gorgeous hues, one can stand on the rocks above the Tangipahoa and catch the glint of millions of diamonds in the sparkling waters. The current is swift, and as the water glides about and over the stones which break its surface, there is a pleasant gurgling sound that one, dreaming, can well imagine to be the laughter of an Indian maiden.

First School Opened in 1869

St. Mary of the Pines lies to the east of the town and station of Chatawa, across the river. In 1869 the Redemptorist Fathers established there a school in which to educate young men for the priesthood of their order. In that year they erected a chapel and a brick building, modest in appearance but of adequate size, to serve as their residence and school house. These buildings still stand as the center of the academy plant, the brick building being used now as the residence for the community.

In 1873 five members of the order of the Sisters of Notre Dame came to Chatawa and established, at a distance of about half a mile from the school conducted by the Redemptorist Fathers, a day-school for the children of the vicinity. One of the original members of that party of five still lives in the community of St. Mary of the Pines—Sister Beatrix, 85 years of age.

Then came the scare of the yellow fever. At both Magnolia and Osyka, to the north and south of Chatawa, the plague claimed

its victims, but such are the healthful properties of the climate on the pine-wooded hills that surround Chatawa that it is said not a single person died of the fever there. At any rate, the yellow fever scare hurt the prospects of the school for young men which the Redemptorist Fathers conducted, and their property was offered for sale. By that time the school which the Sisters of Notre Dame had been conducting not far away had already outgrown its quarters, and in 1879 the order purchased the property that had been established by the Redemptorist Fathers ten years previously.

Superior of 1879 Still Active

It was in 1879 that Mother Apollinaire took charge of the school as sister superior. It was then known as St. Mary's Institute. Mother Apollinaire is still a member of the community, active in all the affairs of the school and taking a hearty interest in the welfare of the thousands of women who have been students at the academy.

In 1884 a third building was added to the school and was occupied by the boarding pupils as a dormitory, while part of it was used for class rooms. In 1908 a new building, consisting of class rooms and an assembly hall, was added, and between 1912 and 1916 a power house, which furnishes steam for heating and electricity for lighting, and Newman Hall—named for Cardinal Newman—were added to the school buildings. Newman Hall consists of an assembly hall, dormitories and sleeping porches. The property comprises about 300 acres, part of which is in cultivation, but the greater part being devoted to the beautiful pine woods native to southern Mississippi.

In 1911 Sister Charissia took charge of the school, succeeding Mother Apollinaire as sister superior, and in 1922 she in turn was succeeded by Mother Magdalen, the present head of the academy. Sister Cecilea is secretary of the academy. During the forty-four years of its existence, the school has had only three executives, two of whom are at present members of the community.

School Has prospered

Originally, St. Mary's Institute was merely a grammar school, accepting pupils for the first to eighth grades. Later a high school department was added, and now, in addition, there are departments for instruction in music, art, commercial work and

home economics. The high school is fully accredited by the state.

At present the school has 110 boarding pupils, ranging in ages from eight to twenty, in addition to the children of the neighborhood who are enrolled as day pupils. It draws principally from the states of Mississippi, Louisiana and Alabama for its boarding pupils, although there have also been pupils from numerous other states. Among the present boarding pupils are three Spanish girls from British Honduras.

The Aim of the Academy

The school has, throughout its existence, maintained a high standard of training. Its announced purpose is as follows:

"The aim of the religious is to educate mentally, morally and physically the pupils committed to their care; to build their characters and impress their hearts and consciences with the truths of Christianity. Convinced that true intellectual development cannot be separated from the training of the heart, the moral culture of the pupils receives the most solicitous care. They are

taught to practice self-control, punctuality and obedience from a sense of duty, rather than through fear of reproof."

Although all pupils are required to attend Sunday service, non-Catholics are admitted to the school and are exempted from doctrinal studies.

As the name indicates, the Order of the Sisters of Notre Dame is of French origin. It now conducts 369 schools in this country alone.

One of the interesting spots on the school property is a small replica of the world-famous grotto of Lourdes in southern France, which stands before the conservatory, in the broad lawn that stretches its carpet of green down from the row of school buildings. The rocks of the shrine are covered with moss, against which the kneeling figure of little Bernadette, gazing on the vision of the Immaculate Conception, in white, stands out in bold relief. Surrounding the grotto are moss-covered stones which serve as seats for those who study the figures and reflect upon the significance of the story they represent.



Scenes at St. Mary of the Pines Academy, Chatawa, Miss.: 1, a reproduction of the Grotto of Lourdes; 2, the pine woods in January, a scene from the campus; 3, looking north from the campus; 4, the school buildings—the convent at the extreme left, Newman Hall at the extreme right; 5, Newman Hall; 6, the chapel.

Vicksburg Employes Like to Own Homes

Many of Them Say That Buying Can Be Accomplished as Simply as Paying the Rent

W. W. FINCHER, ticket clerk and operator for the Yazoo & Mississippi Valley at Vicksburg, Miss., is paying less money each month toward owning his home than he formerly paid for the rental of a 4-room apartment. For nearly two years before he decided to buy a home, Mr. Fincher was paying \$35 a month rent for the apartment. November 21, 1922, he paid \$400 cash on his home and made arrangements for monthly payments of \$45. Without delay, he rented half of his home for about one-half of the amount of his monthly payments. The result is that he now owns his home and is paying only in the neighborhood of \$25 a month, while he formerly paid \$35 for rent.

Mr. Fincher had wanted a home from the very beginning of his married life in 1917, but he was not able to have exactly what he wanted until last year. He was a ticket clerk at Baton Rouge when he married, and his position did not warrant his buying a home there at that time. The next year he was temporarily transferred to Natchez as ticket clerk and operator and still had to smother his desire for a home of his own. But later on in the same year he was made ticket clerk and operator at Vicksburg. That was a steady job, and his ambition for a home came upon him in full force. But when he investigated, no home could be bought for less than a cash payment of \$1,000 to start. He didn't have that much money on hand, and he did not feel the necessity of placing such a burden upon himself at that time.

Got Plenty of Renting Experience

So he contented himself with a 2-room furnished apartment at \$20 a month. His plan was to make that serve as a home until he found a suitable house to buy.

Time slipped by and property seemed to be getting higher all the time, but the desire for a home never waned. He was saving money all the time and soon had enough to buy a few pieces of furniture. This was done, and he moved into a 3-room apartment with the new furniture. He paid the same amount of rent for this 3-room apartment that he had paid for the 2-room furnished apartment; but, like property, rent began to increase, and it was not long before he moved into a 4-room apartment that rented for \$35 a month.

During all this time, Mr. Fincher had been adding to his furniture and talking

to real estate men regarding the purchase of a home. On November 1, 1922, one of the men he had talked to came to him with information about the house he now owns. It was just what he wanted, and he lost no time in making arrangements for the purchase.

Mr. Fincher smiles when he recalls the many times he has moved from one apartment to another. There will be no more of that as long as he is in Vicksburg, he feels. He has made \$200 worth of improvements on his home, and now has a place just like he wants. And Mrs. Fincher is contented, too.

Pays Only \$10 More Than Rent

G. D. Tombs, assistant division storekeeper, is another good example of thrift at Vicksburg. He now pays \$35 a month toward owning the house that he formerly rented for \$25 a month. His monthly payments are just \$10 a month more than he used to pay for rent, and they take up three \$100 notes against the property each year. From the standpoint of his expenditures, that extra \$10 he pays each month, or \$120

What This Country Needs

What this country needs is not a new birth of freedom, but the old-fashioned \$2.00 lower berth.

What this country needs isn't more liberty, but less people who take liberties with our liberty.

What this country needs is not a job for every man, but a real man for every job.

What this country needs isn't to get more taxes from the people, but for the people to get more from the taxes.

What this country needs is not more miles of territory, but more miles to the galled.

What this country needs is more tractors and less detractors.

What this country needs isn't more young men making speed, but more young men planting spuds.

What this country needs is more paint on the old place and less paint on the young face.

What this country needs isn't a lower rate of interest on money, but a higher interest in work.

What this country needs is to follow the footsteps of the fathers instead of the footsteps of the dancing master.—St. Paul (Minn.) *Crescent*.



Employees' homes at Vicksburg, Miss.: 1, George H. Foster, engineer, 2522 Washington Street; 2, Miss Lorena Martin, stenographer, 2732 Washington Street; 3, Miss Louise Bankstone, clerk, 1011 Clay Street; 4, W. W. Fincher, ticket clerk and operator, 1205 Farmer Street; 5, C. W. Legg, B. & B. clerk, 1015 Adams Street; 6, Zeb Clark, conductor, 2419 Drummond Street; 7, W. H. Dupre, draftsman, 2731 Washington Street; 8, Jerry Cronin, traveling engineer, 602 Fairground Street. Reference is made in the story to W. W. Fincher's home, No. 4 on this page.

a year, returns him \$300 each twelve months.

Mr. Tombs attributes his ability to own his home to his wife. It is through her careful planning and economizing that it has become possible. When the home was bought two and one-half years ago, they found that it would take \$35 each month to pay all expenses, such as insurance, interest, taxes and a payment on the house. From the beginning, that much was put aside each month, and Mrs. Tombs regulated the other expenses of the home accordingly.

The first payment Mr. Tombs made on the home was \$500, and he arranged to take up only two of the \$100 notes the first two years, so that he would be able to make needed repairs to the property. Arrangements were also made at that time for the taking up of any additional number of the \$100 notes at any interest period.

Mr. Tombs says that by all means a young married man should start paying on a home of his own. He doesn't advise an expensive piece of property, because, he says, the obligations will cause unnecessary worry and sacrifices.

Paid Cash for Home in 1918

The wage earner should plan to put away a definite amount of his earnings each month and should never squander any extra money he might make, says Charles Ehlbert, clerk in the freight office at Vicksburg. He has followed that rule, and today he owns his own home as well as a nice bank account.

Mr. Ehlbert was married in 1911. Both he and his wife had the thrift habit, and they saved some of the earnings, even if it was only a small amount. Each little addition to the savings account didn't increase it much, but after a few were put away the total amount was appreciable.

There was a definite reason for this saving—Mr. and Mrs. Ehlbert wanted a home. Little by little their bank account grew, and in 1918, when they had an opportunity to buy a home that suited them perfectly, they had the money to pay cash for it.

They moved from their apartment into their own home in March, 1918. There was ground enough for a small garden and plenty of room for a few chickens. At first there were only four chickens, while now there are seventy-five that keep Mr. and Mrs. Ehlbert in eggs and meat. Last year the chickens earned \$75, more than enough to pay for their feed. And the garden supplies all the vegetables for the table during the summer months.

Although the home is paid for, Mr. and Mrs. Ehlbert are still thrifty. A small

amount of his wages is put into a savings account each month in Mrs. Ehlbert's name. The expenses for the house are pro-rated, and the amount to take care of that is placed in the bank each month in Mr. Ehlbert's name. Then when a bill for the expenses of the house is presented, the money for payment is in the bank.

Mr. Ehlbert says that his home costs him

Keeping Young

Goethe finished his immortal "Faust" after he was 60. The vital force was lying there, dormant, unapplied, unused. The power of the persistent assertion of the youthfulness within the man lay ineffective.

When a man consents within his own inward self to the notion that he himself has passed the dead line, that he has lost his grip, then he is already an old man.

Youth is not a time of life; it is a state of mind. It is not a matter of ripe cheeks, red lips and supple knees; it is a temper of the will, a quality of the imagination, a vigor of the emotions. It is the freshness of the deep springs of life, says a bulletin of the American Iron and Steel Association.

Youth means a temperamental predominance of courage over timidity, of the appetite for adventure over the love of ease. This often exists in a man of 50 more than in a boy of 20.

Nobody grows old by merely living a number of years. People grow old only by deserting their ideals.

Years wrinkle the skin; but to give up enthusiasm wrinkles the soul.

Worry, doubt, self-distress, fear and despair—these are the long, long years that bow the heart and turn the greening spirit back to dust.

Whether 60 or 16, there is in every human being's heart that lure of wonder, the sweet amazement at the stars and at starlike things and thoughts, the undaunted challenge of events, the unfailing, childlike appetite for what next, and the joy of the game of living. You are as young as your faith, as old as your doubts; as young as your self-confidence, as old as your fear; as young as your hope, as old as your despair.

In the central place of your heart is an ever-green tree; its name is Love. So long as it flourishes you are young. When it dies, you are old. In the central place of your heart is a wireless station. So long as it receives messages of beauty, hope, cheer, grandeur, courage and power from God and from your fellow men, so long are you young.—Selected.



Employees' homes at Vicksburg, Miss.: 9, J. S. Levi, ticket agent, 2416 Cherry Street; 10, Charles Ehlbert, clerk, 1213 First North Street; 11, Adolph Privatsky, machinist, 515 Fairground Street; 12, J. B. Anderson, engineer, 2419 Washington Street; 13, Louis Salassi, machinist, 519 Fairground Street; 14, John Welsch, machinist, 532 Fairground Street; 15, R. E. Cook, conductor, 2412 Marshall Street; 16, C. S. Roberts, storekeeper, Washington Street. Reference is made in the story to Charles Ehlbert's home, No. 10 on this page.

approximately \$20 a month less than his expense would be if he were renting. A home similar to the one he is living in would rent for about \$35 a month, he says, and his taxes and insurance are not more than \$15 a month.

There are many employes such as these in Vicksburg, and they all agree that their standing in the community was raised considerably when they purchased their homes. They are regarded as interested citizens, and their viewpoint in civic matters has

weight. Not only that, but they find that they are more interested in their positions, because their beloved homes are at stake.

THE VALUE OF AN IDEA

Beyond gold and precious jewels the most valuable assets in life are ideas. A brain which can produce ideas is a mine of wealth, not only to its owner but to all humanity. One who possesses ideas can at his bidding command all emblems of wealth.

—J. HAMILTON MCCORMICK.

Comparative Figures on Fuel Consumption

By J. L. MARLEY, Secretary

General Fuel Conservation Committee

The "Comparison of Fuel Performance" statement for November, 1922, as prepared in the office of the vice-president in charge of operation, shows that our fuel consumption in all classes of service exceeded that of November, 1921, by 1.38 per cent. This is a marked improvement, however, over our September, 1922, performance, which represented a 9.99 per cent increase over that of September, 1921, and a slight improvement over that of October, 1922, when our fuel consumption exceeded that of October, 1921, by 3.3 per cent.

An analysis of the November statement shows that there was an increase in our freight performance efficiency which resulted in the saving of 6,382 tons of coal for the system. Our passenger and switching services, however, show decreases in efficiency, or increases in fuel consumed per 100 passenger car miles and per switching locomotive mile, resulting in losses of 5,379 and 5,154 tons of coal respectively. The losses sustained in the latter two services account for the net loss of 4,151 tons, or 1.38 per cent for the system.

The best individual division performance, considering the services separately, was made by the Minnesota division, which effected a decrease of forty-five pounds of coal per 1,000 gross ton miles, or 16.98 per cent, as compared with November, 1921. The Iowa division effected a decrease of thirty-four pounds, or 14.53 per cent, and runs a close second for the best freight performance honors.

In passenger service the honor goes to the Vicksburg division with a decrease of 253 pounds of coal per 100 passenger car miles, or 12.84 per cent, while the Wisconsin division, with a decrease of 239 pounds per 100 passenger car miles, or 12.02 per cent, ranks second.

The Wisconsin division shows the largest decrease in fuel consumed per switching locomotive mile—forty-one pounds, or 22.16 per cent—while the decreases on the Minnesota and New Orleans divisions were eighteen pounds, or 13.14 per cent, and fourteen pounds, or 8.92 per cent, respectively.

The divisions showing the largest losses and the number of tons lost are:

Freight service—Springfield, 1,283; Louisiana, 1,633; Yazoo district, 1,073.

Passenger service—Illinois, 1,373; Chicago terminal, 1,446; St. Louis, 2,243; Kentucky, 1,030.

Switching service—Chicago terminal, 1,585.

Preliminary reports for December indicate that further reductions have been effected on several divisions, and we should soon make a saving in all classes of service over the last year's performance.

For the information of interested employes, the statement referred to above has been furnished for publicity on our fuel bulletin boards instead of one previously circulated which gave data as to the fuel consumption per unit of service only, with a comparison with the same month for the last two years. It is thought that the report showing the percentage of increase or decrease in efficiency, the saving or loss of coal in tons and the amount of money saved or lost as a result of these performances will enable any employe to understand just what kind of a showing his division is making in fuel conservation and how it compares with the work of other divisions. It is felt that when all available data is placed before those actually concerned in the operation of the trains they will become more interested as they consider the very important positions they hold with reference to the conservation of fuel. A more substantial saving in our fuel cost should be effected as a result.



Employees' homes at Vicksburg, Miss.: 17, F. R. Mays, superintendent, 2428 Cherry Street; 18, T. C. Carter, general foreman, 1107 Belmont Street; 19, G. D. Tombs, assistant division storekeeper, 2413 Cherry Street; 20, J. D. Kennedy, engineer, 606 Speed Street; 21 R. D. Day, conductor, 705 Harris Street; 22, Will Banks, blacksmith foreman, Washington Street; 23, John Schlottman, tinner foreman, 3314 Washington Street; 24, S. P. Bolian, engineer, Drummond Street. Reference is made in the story to G. D. Tombs' home, No. 19 on this page.

Two New General Attorneys Announced

*John G. Drennan and Edward C. Craig Are
Honored by Elevation to Higher Posts*

TWO members of our law department, whose long service and meritorious records with the Illinois Central System have been notable, have been made general attorneys, receiving their deserved promotions at the beginning of the present year. These are John G. Drennan of Chicago, for many years district attorney for the company in Illinois, and Edward C. Craig, since 1906 the company's local attorney at Mattoon, Ill.

Announcement of the promotions was made from the office of General Counsel W. S. Horton, Chicago, January 1, 1923, as follows:

"Effective this date, Mr. Edward C. Craig is appointed general attorney, with such duties as may be assigned to him; Mr. John G. Drennan is appointed general attorney, with such duties as may be assigned to him, including those heretofore performed by him as district attorney."

Has Served Illinois Central Many Years

Judge Drennan, as his many friends habitually address him, has been associated with the Illinois Central System in its legal department for more than a quarter of a century. Prior to his connection with the Illinois Central System, he served as a member of various important commissions and as attorney for different railroads, besides holding offices of an appointive or elective nature since engaging in the practice of his profession forty-four years ago.

Judge Drennan was born in Caldwell County, Kentucky, December 3, 1854. While still a small boy he came with his parents to Christian County, Illinois, where he spent the years of boyhood and young manhood on his father's farm. Later he taught school and devoted his spare time to the study of law. In January, 1879, he was admitted to practice in the Supreme Court of Illinois. He served as Master in Chancery of Christian County from April, 1879, to April, 1881; he was elected state's attorney of Christian County in November, 1880, and re-elected in 1884, serving two 4-year terms. He continued to practice law in that county for four years after leaving office, and then located in Springfield, where he formed a partnership with former Governor Palmer, then United States senator, and William E. Shutt, at that time United States district attorney for the Springfield district.

As corporation counsel for the city of Springfield Mr. Drennan served from 1893 to 1895. He also served as local attorney for the Wabash and the Ohio & Mississippi railroads between 1881 and 1892. He was general attorney in Illinois for the Ohio & Mississippi Railroad from 1892 to 1896. He became an attorney for the Illinois Central May 15, 1896, and took up his residence in Chicago coincidentally. He was appointed district attorney of the Illinois Central for Illinois in May, 1899, a position he held with credit until his promotion to general attorney at the beginning of the present year.

Hunting and Fishing His Hobbies

Judge Drennan has successfully handled many important cases for this company, besides holding positions of high responsibility and dignity on public commissions. He served as special counsel for the Sanitary District of Chicago for five years in litigation between the states of Missouri and Illinois and the Sanitary District over the alleged pollution of the Mississippi River waters at and above St. Louis on account of the Chicago drainage project.

Judge Drennan is now a man of ripe intellectual and physical attainments. He has two cherished hobbies, hunting and fishing. Given an autumn day in the brown-



John G. Drennan

clothed fields, with fat birds whirring to the flush, or a spring morning when the wind's light caress is seen on the mirror of some favorite pool, and the judge is happy.

He is a member of the South Shore, Olympia Fields and Iroquois clubs and of the Society of Sons of the American Revolution. During 1899 to 1902, inclusive, he was judge advocate of the Order of Uniform Rank, Knights of Pythias, for the state of Illinois.

Judge and Mrs. Drennan have two sons and one daughter. Major L. H. Drennan is chief personnel officer, Air Service, U. S. A. W. R. Drennan is in the real estate business in Chicago. Their daughter Helen Louise, is the wife of Major W. R. Gruber, U. S. A. Mr. and Mrs. Drennan's two sons, son-in-law and nine nephews served their country during the World War.

Mr. Craig a Native of Mattoon

Mr. Craig has been a resident of Mattoon since his birth, April 7, 1872. He comes of a family of lawyers, his father, James W. Craig, having begun the practice of that profession in 1869 on the same spot where his three sons, Edward C., James W., Jr., and Donald B. Craig, have had and still have their law office.

Edward C. Craig was graduated from Mattoon High School in 1889 and from the University of Illinois in 1893. He completed the law course at Harvard University and was admitted to the bar in January,



Edward C. Craig

1896, beginning his law practice as his father's partner. Since January 17, 1906, when Edward C. Craig was appointed local attorney at Mattoon for the Illinois Central Railroad, the firm of Craig & Craig has looked after the interests of the company at Mattoon and vicinity, as well as assisted with cases of larger importance in the courts of Illinois and other states. Edward C. Craig was one of the Illinois Central attorneys engaged upon the famous Tossine case which was bitterly contested in the Minnesota courts and resulted in a signal victory for the defendant railroad company March 21, 1922.

James W. Craig, Sr., died August 17, 1921. Since that time the old firm name has been preserved, the members being the three brothers associated with Fred H. Kelly and Craig Van Meter.

Soon after announcement was made of Mr. Craig's promotion to general attorney at the beginning of this year, the Association of Commerce of Mattoon, composed of the leading business, railway and professional men of that thriving city, tendered their departing fellow-citizen a farewell dinner. The banquet was held at the Association of Commerce hall, the evening of January 4, and two hundred persons attended.

Honored by Farewell Banquet

Many local speakers paid tribute to Mr. Craig, not only as a citizen, born and reared in Mattoon, but as a distinguished member of the Coles County bar. In closing, Toastmaster Emery Andrews read "An Indian's Speed to a Friend."

"May you always have a safe tent and no sorrow as you travel; may you always have a cache for your food and food for your cache; may you never find a tree that will not give sap nor a field that will not grow grain; may your bees freeze not in winter and the honey be thick and the comb break like snow in the teeth; may you keep your heart like the morning and come slowly to the four corners where men say 'good night.'"

Mr. Craig married Miss Fannie Ione Dilley, of Dallas, Texas, November 9, 1899. Mrs. Craig's father, George M. Dilley, was for many years engaged in railway construction work as a contractor in the Lone Star State. He superintended the building of a large part of the lines of the International & Great Northern and Southern Pacific railroads in the Southwest.

Mr. and Mrs. Craig's union was blessed with two fine sons of whom they are properly proud. George M., named for his grandfather, is now a young man of 18, and his brother, Donald C., named after his uncle, Donald B. Craig, is 15.

Rat "Fly Paper" Kills Off Station Pests

New Sticky Mixture Catches Rodents That Have Done Much Damage to Stored Freight

By C. G. RICHMOND,
Superintendent, Stations and Transfers

RATS and their near of kin, mice, are the immediate cause of substantial losses to American railroads through the medium of freight claim payments incident to the depredations of rodents in and about freighthouses, warehouses and storehouses.

Rats are divided into two species which are widely distributed over the world, the black rat (*mus rattus*) and the brown rat (*mus decumanus*). Both appear to be natives of Central Asia and are said to have found their way into Europe about the sixteenth century. The date of introduction into America is in doubt, but the black rat seems to have come first and to have been gradually driven westward by its larger and more savage cousin, the brown rat. Both infest ships and are thus conveyed to the most distant parts of the world. Both are wharf rats.

The black rat is nearly seven and one-half inches in length, exclusive of the long tail. The brown rat attains a length of more than ten and one-half inches. Both species are extremely prolific bearing, four or five times each year, from four to ten young.

Rats Cause Heavy Damage

Rats feed indiscriminately on almost any kind of animal or vegetable food. They make depredations in warehouses and storehouses, from which they carry off large quantities of material to be stored in their holes. Their strong rodent teeth enable them to gnaw very hard substances, such as wood and lead pipe, either for food or in order to make their way to food. They are creatures of no little intelligence, and many curious stories are told of the arts which they employ to obtain desired objects, of the readiness with which they detect the approach of danger and the skill with which they avoid it. Their sense of smell is very acute, and the professional rat catcher is careful that the smell of his hands shall not be left on the trap.

A British expert says that rats cost America the stupendous sum of \$750,000,000 a year. This is close to what the oat crop has averaged in value for the last five years and is more than the value of the largest potato crop that the country has ever grown.

Based on the federal census of 1920, the

rat exacts a per capita cost of \$7 in the United States, and this, we are informed, simply covers food consumed and destroyed. It does not cover the large fire losses for which we know rats were responsible, nor the cost in health, as it is well known that rats are responsible for the spread of certain contagious diseases.

The damage, by rats, to edible freight shipments awaiting delivery in freighthouses, to United States mail in station baggage rooms, etc., caused the Illinois Central System to experiment with a view to finding a successful method of extermination. Tests were made with various poisons and patent remedies, but, due to certain objectionable features, they were not extensively used. Some stations have cats, and others have efficient rat terrier dogs, but as all stations were not similarly equipped it was desired to find a method that could be universally used.

Catching Rats on Sticky Boards

Tests were made with a new rat-catching preparation which proved very successful and which has since been extensively used on the Illinois Central System. This preparation is a mucilaginous substance of great adhesive power. It is spread about one-fourth inch thick on a heavy board and placed in rat or mice runways, so that they must cross it in getting to or from their holes.

This preparation is similar to the well-known sticky fly paper, used to catch flies and insects. Once rats or mice come in contact with it, they become firmly attached and are unable to extricate themselves. The greater efforts made by them result only in their becoming more firmly enmeshed, and in a short time death results from sheer exhaustion. After a night's catch, the bodies of the rodents are removed, and the board can be again prepared. An instance showing the remarkable adhesive qualities of this preparation developed at Water Valley, Ky., where the agent's prize bird dog made an investigation as to this new substance and had considerable difficulty in freeing himself.

Agents at stations where this exterminator has been used are unanimous in their praise of the results obtained, and many are of the opinion that, after several of the rat colony have met their demise through entanglement in this preparation, the remaining rodents quit the premises.



Rats caught by new method

Following are excerpts from reports of several agents outlining their experience with this preparation.

Agents Pleased With Results

Agent S. Kerr, Cedar Rapids, Iowa: "Rat stickum producing phenomenal results. Caught father, mother and four of the kids last night. Send another can, so that I may catch their relatives."

Agent R. C. Jarnigan, Starkville, Miss.: "We caught twenty-seven rats and mice after putting out the new preparation. This is the most effective 'stuff' that I have ever seen, and I believe the problem facing us for so long has been solved. I know it to be a fact that freight is sometimes routed our way on account of the few rats in our depot."

Agent J. R. Murchison, Gates, Tenn.: "In a ten-day period we caught seven rats and eight mice with this preparation. I think this is a wonderful rat and mouse catcher, and I believe if it is placed in several places in a freighthouse and kept there it will very nearly, if not entirely, eliminate the pests. Very little flour is being damaged since we are using it."

Agent B. E. Hull, Neoga, Ill., "We so far have caught five rats on one board in three nights, and I believe this a good preparation where it can be used in a rat runway."

Agent M. H. Robertson, Mayfield, Ky.: "Fine results have been obtained from the use of this rat exterminator. We caught rats every night for three nights, and the others left the premises. I am still putting the boards out every night, but I haven't

seen any signs of rats or mice for several days."

Other Rats Are Scared Away

Agent W. G. Crawford, Greenville, Ky.: "We started using the rat exterminator September 9, placing the first trap at 3:55 p. m. By 4:15 p. m. we had caught two nice-size rats all stuck up. The first night we caught four; total to date, twelve. This preparation not only holds 'em, but scares 'em. It scares the other rats away. When a rat is trapped on the board, he tries to get away. The more he tries the tighter he gets stuck, and during this attempted flight he is continually squealing, which, I believe, is a warning to the other rats to clear out. I am basing my belief on the fact that we had no indication of rats for the last three nights. I am thoroughly satisfied with results obtained."

Experience has shown that extremely low temperatures render this preparation ineffective, through the congealing of the substance which causes it to be non-adhesive. However, rats and mice do not cause any considerable damage during extremely low temperatures. Most of the damage occurs in the summer months and during the early fall and spring, or, in other words, when the rats first begin to go in for quarters and in the spring when it is too cold for them to go out into the open again. These periods are the most annoying, and the principal damage to shipments by rats occurs at these times.

Records are not available to show the amount of money saved in freight claim payments chargeable to damage by rats and mice in the past. However, the marked decrease in the number of bad order reports received showing rat damage indicates that very satisfactory results are being obtained from the use of this preparation. The elimination of rat damage is also pleasing to our patrons.

BET ON YOURSELF

Many a man has walked up to the opportunity for which he has long been preparing himself, looked it full in the face, and then begun to get cold feet. He didn't have the nerve to bet on himself the last dollar he had. He would be a blank fool to bet his last dollar on a horse race; but when it comes to betting on yourself and your power to do the thing you know you must do or write yourself down a failure, you're a chicken-livered coward if you hesitate. I put it in plain language, because that is the only drug that will cure your sickness if you are subject to that kind of nervous hesitation—lack of true self-reliance.—B. C. FORBES.

Rate Clerk Now Piggly Wiggly Executive

*Fletcher Scott, Hard Worker When in Our
Employ, Makes Success in New Venture*

FLETCHER SCOTT, less than 30 years old and vice-president of the Piggly Wiggly Corporation, with headquarters at Memphis, Tenn., was formerly an employe of the Illinois Central System and as such was considered one of the best rate clerks who ever worked in the freight office at Memphis. He has been rewarded for those long hours of overtime he spent in developing himself to be better fitted for his position. He made out of himself a man capable of doing bigger things in life.

Mr. Scott worked hard when he was drawing wages from the Illinois Central System. His work was interesting to him, and he had an everlasting craving for knowledge. He hadn't worked for the Illinois Central System long before his true value as an employe was recognized, and he was rapidly promoted to positions of more importance and greater remuneration.

W. L. Reeves, assistant general freight agent at Memphis, was chief clerk in General Freight Agent Hattendorf's office at Memphis when Mr. Scott was working there, and Mr. Reeves says that he assigned Mr. Scott the most difficult problems that came up in the office. And he says that he did so with complete confidence that they would be solved in every detail.

Entered Our Service When 17 Years Old

Mr. Scott was fresh from school and just 17 years old when he accepted a position on December 5, 1911, as a messenger in the general freight office at Memphis. Within six months he proved to be dependable enough to be made a file clerk. There was a store of information in the files, and he took advantage of his opportunity to learn more about the office by studying the material that was sent to the files. He read earnestly and became familiar with the way the various situations were handled.

A year and a half later he was made tariff clerk and placed in charge of reparation claims. Then he assisted J. L. Sheppard, assistant general freight agent, in adjusting the Southeast freight rates.

Mr. Scott recognized no set time to leave his work while he was in the freight office at Memphis. He was busy nearly every night, and worked many Sundays. It was not long before his knowledge of freight rates was appreciated, and he was trusted with the untangling of perplexing matters.



Fletcher Scott

In October, 1917, Mr. Scott was chosen, with Mr. Reeves, to represent the Illinois Central System on a special committee of representatives of the railroads of the South to adjust the freight rates in the Mississippi valley. The committee met in Washington, D. C.

Joined Piggly Wiggly in 1918

When Christmas came that year, Mr. Scott returned to Memphis to spend the holiday at home. While he was there, Clarence Saunders, then a grocer of Memphis, offered him a position as traffic manager for a chain of grocery stores he was planning.

Neither of these men made a decisive step before he had thoroughly investigated the consequences. Mr. Saunders was about to launch upon the business world an unusual enterprise. He had formulated detailed plans and was beginning to round out his organization, so that operation could start. The position of traffic manager was to be an important one, and he wanted a good man to be in that place. He was acquainted with Mr. Scott and selected him

for the position. Mr. Scott appreciated the magnitude of the project when it was explained to him, and he went into details with Mr. Saunders to make sure that it was sound. It was not until March 20, 1918, that Mr. Scott made arrangements to leave the service of the Illinois Central System and take up the duties of traffic manager of Mr. Saunders' stores.

The chain store idea was not new at that time, and Mr. Saunders was experienced in organized co-operative buying, but the enterprise he planned to expand was something entirely different from anything that had been attempted before. The customers were to wait on themselves, pay cash for their purchases and then carry them home. Such an arrangement eliminated most of the cost of clerk hire, bookkeeping, losses from bad debts and the cost of a cumbersome and expensive delivery system.

Why the Name Was Chosen

"Piggly Wiggly" was to be the name of each store in the chain.

"It took me two hours on a trip coming from Terre Haute, Ind., to Memphis to concoct in my mind the names for the stores that I considered possible," Mr. Saunders says. "And when my imagination developed 'Piggly Wiggly,' I stopped and was satisfied.

"I wanted two things: First, a name that at the very first hearing would awaken good-humored interest and keep it awake; second, a name so utterly individual, so absolutely different from any other name that ever could be hit on by anyone else for trade purposes that any thing even remotely like it would be obviously and indisputably an infringement on the face of it."

The first Piggly Wiggly store was opened in Memphis. It was in September, 1916, just two weeks after Mr.



Clarence Saunders

Saunders conceived the idea. Extensive expansion was begun in 1918, when Mr. Scott was employed, and at the present time there are 1,250 Piggly Wiggly stores, doing a total business of \$7,000,000 a month. The number of stores is increasing constantly.

Mr. Saunders made with his own hands the fixtures of the first Piggly Wiggly store. All the various parts of the interior



The Piggly Wiggly headquarters at Memphis

are now standardized and patented—even the little arms on which hang the price tags.

Factory Is at Jackson, Tenn.

The Piggly Wiggly factory on our line at Jackson, Tenn., is where all the fixtures of the Piggly Wiggly stores are now made. Four complete sets of fixtures are turned out a day. The ground occupied by the factory, dry kilns and lumber yards covers practically a city block. The building is a modern 3-story brick structure, with more than 50,000 square feet of floor space. The first floor contains the machine room, glue room and shipping department; the second floor, the cabinet shop; and the third floor, the finishing department. Two hundred men are employed in the factory.

Each Piggly Wiggly store of standard measurement is from 15 to 25 by 75 feet.

The open space across the front is about 10 feet wide, and across this, from side to side, runs a bronzed steel railing in which are two turnstiles of oak wood through which the customers pass. The purchasers enter at the left-hand stile.

Every customer of the Piggly Wiggly stores waits on himself, pays for the purchases before leaving and carries them home. At the turnstile entrance is a bin of market baskets. The purchaser picks up one of these and passes into the aisles of the store, where he selects the articles desired. The basket is for the convenience of carrying the articles while passing through the store. At the end of the shopping journey, the purchases are placed in a paper bag, and the basket is restored to the bin. Each customer must pass through the entire store before leaving, and it is estimated that 185 can be served in an hour.

Each Piggly Wiggly store has only three employees — manager, stock replenisher and cashier. It is this reduction of overhead expenses and the co-operative form of buying for all the stores that permits the Piggly Wiggly stores to sell articles at a close margin of profit.

The fact that Mr. Scott has been the vice-president of the corporation is proof that he is continuing to do efficient work. He is an eager baseball fan and takes an active part in the Memphis city championship series each year. Last year he was the manager of the Piggly Wiggly team. He was a member of the Illinois Central team that won the city championship in 1916. That same team defeated St. Louis that year. It was the first time that Memphis was victorious over the Mound City.

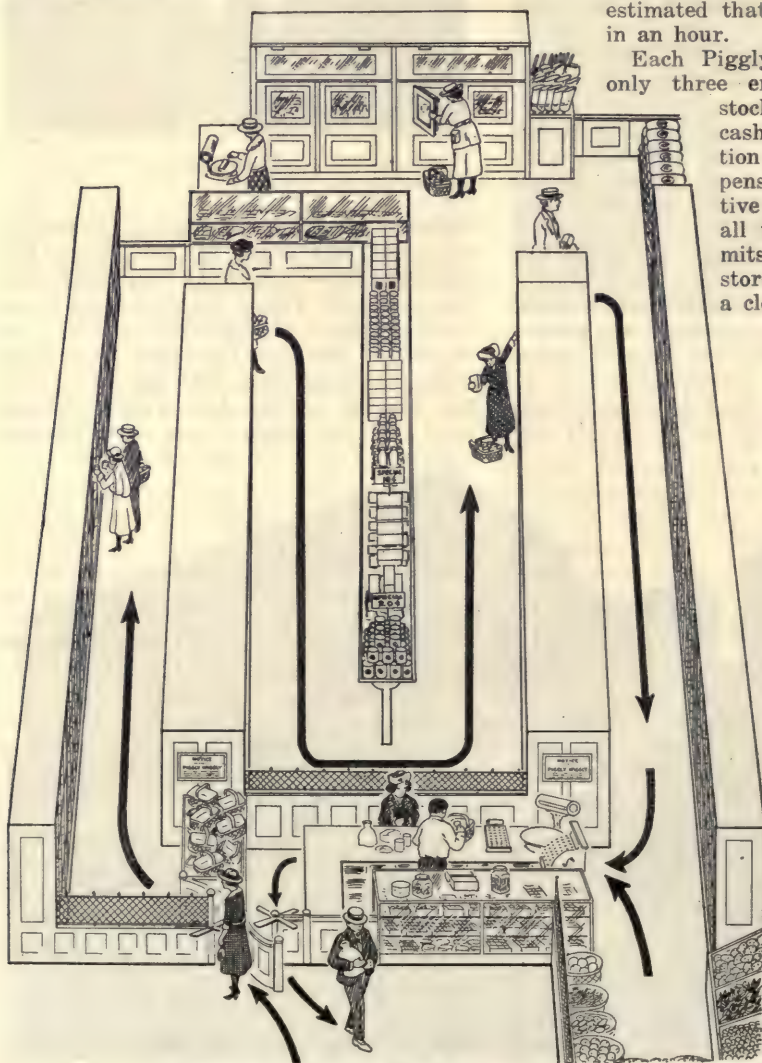


Diagram of typical Piggly Wiggly store

Served as First Telegraph Superintendent

Lyman A. Louis Is Now Living in Retirement at Centralia, Ill., at the Age of 88

THE first superintendent of telegraph of the Illinois Central Railroad is now living in retirement at 316 South Cherry Street, Centralia, Ill. His name is Lyman A. Louis, and he will be 89 years old next May 29.

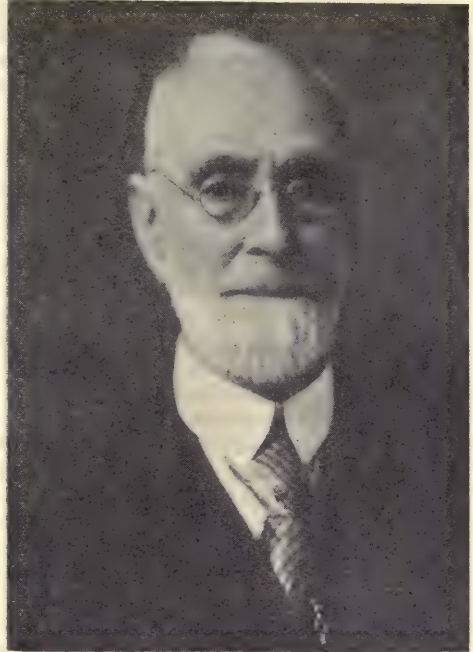
Mr. Louis entered the service of the Illinois Central as telegraph operator at Centralia in 1858, at the age of 24, only a few years after the invention of the telegraph. In November of that year he was transferred to be agent, operator and express agent at Ashley, fourteen miles south of Centralia. He had served there six years when Marvin Hughitt, now chairman of the board of directors of the Chicago & North Western, was promoted from superintendent to general superintendent of the Illinois Central Railroad—at that time one of the longest railroads in the world, with more than 700 miles of line.

Mr. Hughitt had observed the work of Mr. Louis at Ashley. One Sunday evening a telegram called Mr. Louis to Chicago for a conference with Mr. Hughitt the next day. Mr. Louis made the over-night trip and was met on the station platform by Mr. Hughitt himself, who invited him up to the Sherman House. When they got there, Mr. Hughitt pulled a paper out of his pocket and read off Mr. Louis' appointment as superintendent of telegraph for all the lines of the Illinois Central.

Nine Years as Superintendent of Telegraph

For nine years—from 1864 to 1873—Mr. Louis continued in the duties of this position, with headquarters at Centralia. Acting upon instructions from Mr. Hughitt, he began attending to repairs and expansion of the telegraph facilities. At the time he assumed the work, Mr. Louis recalls, the Illinois Central had two telegraph lines from Cairo to Chicago and one from Centralia to Dubuque.

Mr. Louis' memory is getting a little uncertain, and he does not recall many of the details of his administration; but he does remember that his travels took him all over the Illinois Central of that time and that he made the acquaintance of most of the employees, including practically all of the agents on the road. Among his old-time railway acquaintances of that time were Emmett and Stiley Wakeman, Charles Welch, John Young, F. E. Allen, Ed Mitchell, C. A. Beck and George Rhodes,



Lyman A. Louis

all of whom, as far as Mr. Louis knows, are no longer in the land of the living.

Mr. Louis' office as superintendent of telegraph was in the old station building at Centralia, not far from the site of the present one. It was while he was stationed there that the great Chicago fire occurred, and he was one of the first persons from his part of the state to reach the scene, as some of the Illinois Central's wires were affected.

For several years after his administration as superintendent of telegraph, Mr. Louis worked in the office at Centralia. It was after his retirement as superintendent that he opened a telegraph institute at Centralia, in which he taught ambitious young men the rudiments of the game. For about two years he conducted this school upstairs in the Dunker House, across the street from the present Langenfeld Hotel. He had as many as forty students in his three months' course, all paid up in advance.

Had Centralia's First Telephone Exchange

Early in the '80's Mr. Louis turned from the key to the switchboard and established the first telephone exchange in Centralia. He worked up the list personally and for

eighteen years was in charge of Centralia's telephone system. Mr. Louis' daughters, Misses Josephine and Idella, who are living with him now, were Centralia's first telephone operators.

After he gave up the telephone business, about twenty years ago, Mr. Louis went into the insurance business. He was active in that work until about three years, when he finally decided to retire—at the age of 85.

Mr. Louis was born at Belpre, Ohio, opposite Parkersburg, W. Va., May 29, 1834. He was reared at Jeffersonville, Ind., near Louisville, Ky., and began to learn telegraphy the first day the telegraph was installed in Louisville, which was in the late '40's. In 1858, while on a visit to Centralia, Ill., he was introduced to Phineas Pease, then superintendent of the Illinois Central, and Mr. Pease recognized his telegraphic ability by offering him work on the railroad, which he promptly accepted.

His first position, as noted, was as operator at Centralia. He was serving as agent at Ashley when the Civil War began, and the rush of work and lack of help told heavily upon him. It is said of him that he worked day and night. His niece had learned enough telegraphy to recognize the call for Ashley, and he deputized her to arouse him when calls came in during the little sleep he had.

The Father of Ten Children

Mr. Louis was married in 1855, when 21 years old, to Miss Laura Matthews of New Albany, Ind., who died in 1876. Ten children were born to this union, of whom seven—four boys and three girls—grew to maturity. One of the sisters died twenty-one years ago, and one of the brothers, Albert, died a few weeks ago in Cincinnati, Ohio, at the age of 54. The surviving children are Misses Josephine and Idella, both of whom are trained nurses, at home; L. W. of Chicago, J. S. of Los Angeles, Cal., and A. H. of Hamilton, Ohio. Mr. Louis' sole surviving brother, J. B. Louis, is now living in Omaha, Neb., at the age of 80.

All of Mr. Louis' children learned telegraphy, and one of the sons, L. W., worked for the Illinois Central for a time as operator at Centralia. Of eight children in the

family of J. B. Louis, nearly all learned to telegraph also.

Mr. Louis has lived in the same house in Centralia since 1864, when he was stationed there as superintendent of telegraph. He is still active and erect, although he is a little hard of hearing, and he can write a flowing hand that is the envy of many penmen half his age.

BIG DAY AT BLANCHARDVILLE

Monday noon, Ed Robinson, one of the old timers of Blanchardville, came into the sacred precincts of *The Blade* and informed us that thirty-five years ago today (that is, Monday, January 8, 1923) a great celebration was staged in Blanchardville where the railroad crosses Main Street. The big events of that occasion was the arrival of a steam locomotive of the now great Illinois Central Railroad. The rails had been laid as far as the crossing on Main Street, and the first steam locomotive entered Blanchardville that day (Monday, January 8, 1888) to commemorate the event. It was a great day for the Illinois Central Railroad as well as for the people of Blanchardville. But more so for the latter. People threw their hats in the air—ran hither and thither shouting the news—they simply went wild with joy. And no wonder—they saw what a tremendous advantage it would be to their village and community to have a railroad through it. The late A. Blanchard, founder of our village, took up a collection and purchased a large ox. This ox was killed and then burned where the rails of the new railroad stopped. Then they all danced around the fire. We can't blame Ed for getting excited Monday when this scene was revived in his memory.—Blanchardville (Wis.) *Blade*.

"PULL"

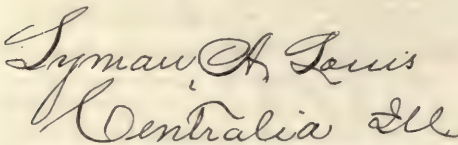
Business today has no time for the individual who is looking for a so-called "pull."

The only kind of a "pull" that is worth anything is "a long pull, and a strong pull, and a pull altogether."

It is the person with "push" that the world is interested in today—

The man or woman who is making good on his or her present job and also constantly working to become big enough for a bigger job—

It is that individual who demonstrates dependability and capacity.—*Issued by General Superintendent B. W. SNODGRASS of the Victor-American Fuel Company, Denver, Colo. Sent in by MISS JULIA J. GAVEN, former Memphis division editor, now living in Denver.*

A handwritten signature in cursive script, reading "J. B. Louis". The signature is written in dark ink and is positioned above the printed text "Mr. Louis' signature at 88".

Mr. Louis' signature at 88

Mardi Gras Draws Many to New Orleans

Illinois Central System Makes Plans to Handle the Visitors to the Well-Known Celebration

NEW ORLEANS has made plans for a gayer and more elaborate Mardi Gras this year than even the celebration of 1922. The festivities started as early as January 5 and will continue intermittently through February 13, Mardi Gras day, the final and most eventful day of the carnival.

The program for this year follows:

January 5, Twelfth Night Revelers' Ball; January 19, The Follies Ball; January 30, Krewe of Nippon Ball; February 1, Mithras Ball; February 2, Oberon Ball; February 5, Athenians' Ball; February 6, Atlanteans' Ball; February 7, Mystic Club Ball; February 8, Momus Parade; February 8, Krewe Momus Ball; February 12, Proteus' Parade; February 12, Krewe of Proteus Ball; February 13, Rex Parade; February 13, Druids' Parade; February 13, Carnival Revelers' Ball; February 13, Rex Ball.

The Last Day Before Lent

All the balls will be held at the Athenaeum in New Orleans, with the exception of the Carnival Revelers' Ball, which will be in the Jerusalem Temple.



Merrymakers at the Mardi Gras

Literally, Mardi Gras means "Fat Tuesday," the last day of indulgence before the beginning of Lent. It is French for Shrove Tuesday, the day preceding Ash Wednesday.

The custom of celebrating Mardi Gras in New Orleans is nearly a century old, and it is world famous. The first street procession was held in 1827 by a number of young Creole gentlemen recently returned from the universities of Paris. Ten years later, the celebration was repeated on a much more elaborate scale; and since the Civil



A Mardi Gras float



Another Mardi Gras float

War it has been held practically every year.

From a humble beginning the Mardi Gras has grown into a pageant of unsurpassed originality and magnificence, the climax of which is the grand parade on the last day of the carnival. The brilliant tableaux and the picturesque scenes are the result of the efforts of the secret societies organized solely for the purpose of adding splendor to the pre-Lenten period.

Much of the charm of Mardi Gras is due to the fact that it is staged in New Orleans, one of the five or six cities on the continent that every traveler should see. The blended customs and architectures of three nations, rich historic associations, the mild climate of the semi-tropics, and the enticing cuisine of the unrivaled restaurants give the great Southern metropolis a distinctive and captivating personality.

Our Service to the Mardi Gras

The Illinois Central System has planned an all-expense Mardi Gras tour for those who desire to enjoy the carnival and a mid-winter vacation in New Orleans without having the bother of arranging details of the trip. It is the fifth of similar tours the company has offered. The previous ones proved to be remarkably popular.

All details of the trip are arranged for in advance, and the party will be accompanied by an Illinois Central System rep-

resentative who is skilled in providing for the comfort of special parties. His sole duty will be to further the enjoyment of those in his charge. The members are relieved of all the smaller details incident to travel and may devote themselves completely to having a good time. Parties of friends will be kept together and if of sufficient size may occupy special sleeping cars. The sleeping cars will be located in the commodious, centrally located yards of the Illinois Central System at New Orleans, and will be occupied by the visitors during their stay. These yards are near the heart of the city and are equipped with all necessary conveniences.

The passenger department has issued some attractive pamphlets that describe the Mardi Gras and the Illinois Central System service to New Orleans.

THE BIGGEST BANK

The London Joint City and Midland Bank, Limited, is the biggest bank in the world, established in 1863, and built up by absorption and amalgamation since 1851 of thirty-three separate institutions; today the bank has more than 50,000 shareholders, some 1,600 branch offices scattered throughout the United Kingdom, its capital paid up and reserve are over \$100,000,000, and its deposits above one and a half billion dollars.
—Central Western Banker.

Now in Their 61st Year of Married Life

*Parents of Otto F. Nau, Our Local Treasurer
at Chicago, Were Early Residents of the City*

MR. and Mrs. Charles Nau, parents of Otto F. Nau, local treasurer at Chicago, are now in their sixty-first year of married life. They observed their sixtieth wedding anniversary September 30. It was a quiet affair with only the immediate members of the family and a few very intimate friends present.

Although Mr. Nau is 89 and Mrs. Nau is 77, they are both hearty, strong and healthy. Their married life has been and continues to be one of happiness. They moved into the house where they now reside at 1835 North Park Avenue, Chicago, on May 1, 1876, and they have lived there continuously ever since. Their entire married life has been spent in Chicago, and small village to the metropolis it now is. They have seen the city grow from only a The great Chicago fire of 1871 destroyed all their personal property.

Saw Chicago in Early Days

Mr. Nau was born September 10, 1833, at Darmstadt, Germany. When he was 22 years old, he and his sister came to America. They landed in New York and then went directly to Chicago, where they made

their home at an inn called "Napierville House" on Randolph Street, between Wells and Franklin Streets. His first position was as a clerk in a wholesale hardware store on Market Street.

At that time, nearly all of the buildings of Chicago were frame structures, Mr. Nau says, and there were many residences where the huge business houses now stand in the Loop district.

After a short time Mr. Nau moved to the Hotel May, which was on Wells Street, between Randolph and Washington Streets, where later on he became the hotel clerk. But that didn't appeal to him for very long and he established a grocery store just across the street from the hotel.

January 1, 1858, Mr. Nau opened a livery stable at what was then 215 Washington Street. That was in the heart of what is now the Loop district. The building was wooden, and there was an archway through the house through which the horses passed from the street to the stalls and the lot in the rear. Mr. Nau lived in the house.

Came to America at Age of 9

Mrs. Nau was born April 9, 1845, at



Mr. and Mrs. Charles Nau on their sixtieth wedding anniversary

Tubingen, Germany. She was Miss Sophie Bossert. When she was 9 years old, her father moved the family to America. He came over in 1853 and bought a farm at Schaumberg, Ill., near Palestine, and then sent for the family the next year. Mrs. Nau says that they traveled by rail from New York to Chicago and then to Palestine, where they had to drive to their farm. She remembers New York as a great city at that time, but says that she was so young that she does not recall all of the interesting details. Her father died within a few months after their arrival. The farm was sold the next year and they moved to Chicago.

Her first home in Chicago was on Clark Street, between Monroe and Adams Streets, but soon afterward they moved to a house that stood on the site where the Methodist Church building is now being erected. The next year they moved to a house on Madison Street at the foot of LaSalle Street. LaSalle Street ran no farther then. Later they moved on Monroe Street, near Wells Street.

Mr. and Mrs. Nau met for the first time about 1860. A friend introduced them. Mr. Nau was managing the livery stable then, and they had many nice buggy rides together, Mrs. Nau says. After a courtship of nearly two years, they were married on September 30, 1862. They made their home at the house back of which stood the livery stable.

Went Through the Chicago Fire

The Chicago fire of 1871 destroyed everything they had. When they received a warning that the flames were spreading toward their home, Mr. and Mrs. Nau carried all their clothing and bedding to the corner of Clark and Ohio Streets; but even that was not a safe place for long. The fire was coming from the west side and soon enveloped the entire city. Draymen refused to take their personal effects farther north, and they had to leave them there to be destroyed by the fire.

Homes were scarce in Chicago after the disastrous fire, and Mr. and Mrs. Nau were



Otto F. Nau

forced to live with friends for a while. They were fortunate in being able to purchase the household furnishings of a family that was moving from Chicago. They rented a small cottage on Aberdeen Street, near Van Buren, and lived there until 1872, when they obtained two unfurnished rooms in an office building at what was then 199 Wells Street. They paid \$32 a month rent for those two rooms until May 1, 1876, when they moved to their present home in North Park Avenue.

Mr. Nau continued in the livery stable business after the fire and retired from an active business life in 1897.

There were six children born to Mr. and Mrs. Nau—four girls and two boys. Two of the girls and one boy died, and the three other children are living with their parents. None of them is married.

The Floridan Provides a Popular Service

*New Illinois Central Train Attracts Business
Without Hurting That of the Seminole*

THE Floridan, the new *de luxe* all-Pullman train that was put into service December 5 on the Illinois Central System and connecting lines between Chicago, St. Louis and Florida, has indeed proved to be a popular train. Travelers who have made the trip on it acclaim the service rendered as comparing favorably with that of any of the fine trains in the world.

Passenger traffic to Florida has been unusually heavy this year, and the Floridan carried the maximum number of extra cars on every trip during January. It was double headed each time, and two diners were required in order to serve the passengers.

To date, the Floridan has made every connection. Its record is a remarkable one in maintenance of train schedule for a train running more than 1,100 miles, according to the passenger department. It leaves Chicago at 12:01 p. m. and St. Louis at 4:04 p. m. on Tuesdays, Thursdays and Saturdays and arrives at Jacksonville at 9:10 a. m. the following day. Included in its equipment are through sleeping cars to Jacksonville, St. Petersburg and Miami. The Floridan will continue running through April.

Business of Seminole Unhurt

The Seminole Limited is maintaining its punctual on-time arrivals, and the number of passengers traveling on it has greatly increased this year, in spite of the addition of the Floridan to our service.

One of the nicest compliments to the Floridan came unsolicited from Edward N. Hurley, former chairman of the United States Shipping Board and president of the Emergency Fleet Corporation, who was one of the first passengers to make the through trip from Chicago to Miami, Fla., on the Floridan. The accompanying picture of Mr. Hurley and the following interview were



Observation platform on the Floridan



The Floridan in the yards at Chicago



Edward N. Hurley

printed in the January 4 issue of the *Miami Herald*:

"The greatest thing that has happened for Miami in the last ten years is the placing in service of the Floridan—the through

Pullman express from Chicago—according to Edward N. Hurley, former chairman of the United States Shipping Board and president of the Emergency Fleet Corporation, who has come to the Flamingo Hotel for the winter season.

"Illinois Central Deserves Credit"

"Mr. Hurley, who is chairman of the board of directors of the Hurley Machine Company of Chicago, was one of the first passengers to make the through trip on the Floridan. The service, he says, is the finest of any train, with the possible exception of the Twentieth Century Limited.

"No city can progress which does not possess adequate transportation facilities," said Mr. Hurley. "The Floridan, which leaves Chicago every Tuesday, Thursday and Saturday, is the first step in the right direction, and the Illinois Central Railroad is deserving of much credit for placing this splendid train in service between Chicago and Miami.

"Just imagine," continued Mr. Hurley. "The business man can leave his office in Chicago on Saturday, board the Floridan, and, without making a single change, arrive in Miami on Monday. This is real service and will do wonders toward building up this city. The trip can now be made with such ease that I am leaving for Chicago at the end of this week to bring my family back here with me."

Active in Work for Old People's Home

Members of the Illinois Central family have been not only willing but glad to furnish us pictures of their homes. The responses to our requests not only indicate a pardonable pride of ownership, but give us an inkling of the hopes of all for a peaceful spot from which to watch the sun sink over the western horizon. Many persons, however, have never had the opportunity to

acquire a home in the sense that the word is used in the smaller cities.

In Chicago there are homes maintained for the older people of most of the larger denominations and creeds; several fraternal societies maintain homes for the aged and incapacitated at a nominal cost. Other homes have been founded and endowed with sums of money which enable them to care



Architect's drawing of Oakhaven Home



Left to right: Mrs. James H. Hutton, Mrs. C. A. Tweedy, Mrs. G. F. Phelps

for a certain number of aged persons at an expense varying according to the size of the endowment. Notwithstanding the fact that Chicago has many of these homes, it may be surprising to hear that there are thousands of old persons in the city who have neither home nor friends.

Recognizing the imperative need for additional facilities for the care of these people, members of numerous women's clubs on the South Side have interested themselves in the erection and endowment of another home for the aged to be known as Oakhaven. It is being erected at 113th Place and Western Avenue. It was thought that the main building would be completed at an expense of \$85,000, but the soaring prices of material and labor will bring the final cost to approximately \$110,000. There is still to be raised \$30,000. An endowment fund of \$35,000 already has been raised. As it is now planned to operate the home, \$5,000 endows a room—which means, of course, that the income from the \$5,000 will maintain a room and its occupant, when used in conjunction with the \$500 admission fee.

The progress of the work has been rapid indeed. One of the significant features in connection with the response to the plea lies in the fact that, when it became known that such a project was being considered, applications were immediately received from old persons now desperately in need of homes. Today there are more than one hundred applications on file from those who are anxiously awaiting the completion of the home. The silent appeal of these applications has perhaps been more potent than any other in stimulating the good women who are doing this work.

Prominent in this philanthropic work are many wives of Illinois Central System officers and employees, among them Mrs. G. F.

Phelps, Mrs. C. A. Tweedy and Mrs. James H. Hutton, whose photographs appear here.

ERRONEOUS MAXIMS

Did you ever think to what a low and selfish plane the ancient commercial maxim, "Honesty is the best policy," reduced truth and righteousness? The proverb, "There are tricks in all trades but ours," seems to indicate that those in trade were formerly regarded as tricksters. It is far from complimentary. The word "bargain," which in its spelling at least suggests an effort to bar another from gain, has an equally unpleasant connotation. The legal doctrine of *caveat emptor*, "let the buyer beware," seems to recognize the seller's right to misrepresent his goods or deceive his customer. It is, I believe, still admitted by the courts as a good defense in some cases, but public sentiment no longer supports its application, and the ethics of business in the Twentieth Century are, I am rejoiced to believe, far in advance of those which prevailed early in the Victorian era.—THEODORE H. PRICE.

THE OBJECT OF SAVING

Today it is not alone necessary for a savings bank to encourage people to save, but also to teach these same people the value of saving through the making of safeguarded investments. We must furnish an objective to the saver. We must encourage the accumulation of the surplus funds for various purposes, entrance into business, children's educational costs, purchase of a home, life insurance, etc. Buying a home and the taking out of life insurance should constitute the principal objectives of a man. In this manner he can overcome all obligations in the event of serious adverse developments to him.—JOHN J. PULLEYN.

Glen Gordon Is a Rendezvous of "Haunts"

Weird Mississippi Plantation, With Crumbling Mansion, Proves Attractive to Sightseers

DURING the past eighteen years one of the most imposing ante-bellum homes in southern Mississippi has been slowly crumbling into ruins. For many years prior to and after the war it was the home of Colonel William Alexander Gordon, who was prominently identified with the management of the New Orleans, Jackson & Great Northern Railroad before the road which now forms the main line of the Illinois Central System between Memphis and New Orleans was taken over by the Illinois Central. Its ruins still stand on the clay hills south of Chatawa, from which the proud mansion once overlooked the main line of the railroad in which its builder was an important figure, although the view of the railroad and Tangipahoa River has been cut off by the growth of pines.

Throughout that portion of the country the ruins are referred to as the "haunted house." Doubtless the neglect of the property has given rise to the many stories that are told of the lights that are said to have been seen moving about the garret at night and the queer noises that are supposed to originate there. Certainly the appearance of Glen Gordon bears out the reputation which the place has, justly or unjustly, earned.

House Built Before War

The house was built in about 1850. Michael Sullivan, section foreman of the Illinois Central at Chatawa, recalls that he attended many fine parties there after the war, for until the house was abandoned by the Gordons in about 1905, it was still kept up in all the splendor of the Old South. Originally, the house was of two stories and basement, surrounded by beautiful and carefully tended drives and masses of flower gardens. An artificial lake was built to the south of the mansion, and canoes were kept there. The lake was filled with lilies of many and varied colors. The Gordons held a prominent place in the social life of the South, and their charming parties were far famed.

But Glen Gordon today presents a most unimposing front to the hundreds of sightseers who go there, by motor and rail, to visit the place. The building which housed the carriages of the Gordons has fallen in. The quarters of the house servants are moss-grown. Some of the broad verandas have crumbled, and so has the dining hall. The artificial lake has filled up, and the surface of the little water that remains is covered with a green scum. The white-plastered walls are filled with the names and initials of visitors. Portions have been torn out of the walls and floors as souvenirs.

Some of the stories that are told of the ghosts that inhabit the frail old house in the dead silences of the night are interesting, and no less so are the explanations of the lights and noises. Here are two:

Examples of "Haunts"

Some young people were 'possum-hunting in the 640-acre estate not long ago when they heard queer noises emanating from the "haunted house." A few bold youths and timorous maidens essayed an investigation. As they entered the front door, the noises seemed to pass on to the second floor. Hearts thumping wildly, the party followed. The noises were heard on the third floor. The conservative members of the party advised a re-

treat, but the adventurous spirits won. Up to the third floor they went, and the noises passed out onto the veranda. The young people peered out through the open door—and beheld three pairs of bright eyes gleaming out of the darkness. Just as the situation grew most tense, the moon came out from behind a cloud and revealed three goats that, if anything, were more startled than the searchers.

Another occasion worth telling is of a party of young people who visited the "haunted house" on Easter Saturday night, 1921. Two of the boys of the party had made a trip to Glen Gordon a few hours in advance of the party and arranged a



Archway in haunted house



Scenes around Glen Gordon

system of cords with one end attached to a tin kettle filled with pebbles and the other end hanging just inside the door of the entrance. As the party entered the house, one of the conspirators gave the string a terrible jerk—and for nearly half an hour the party was turned into an improvised hospital staff to take care of one of the young ladies who had fainted away at the supposedly ethereal noise.

There are numerous stories told of supposed ghosts and lights and noises about the dim rooms of the house, but none of the people of the community seem to be able to verify these rumors.

There were three children in the Gordon family. The two boys have died. Their sister is married and lives at Natchez. From time to time she and other remaining members of the family come back to visit the property, but nothing has been done in the way of keeping up the place for many years. For some time after the Gordons died, an old negro caretaker lived on the property, but that was years ago—and his going is accepted by the southern Mississippians as another evidence of the verity of the ghostly stories.

It is said that Leslie Gordon came back to the house in 1910, on a night which is still referred to in that part of the country as "the night of the big storm," and spent the night alone in the house that his father had built.

For many years after the Gordons left, all of the costly furniture which furnished the mansion was left there, in place. The room in which Mrs. Gordon died, it was said, had been untouched, and curious little boys and girls tiptoed up to the door and peeped through the keyhole with bated breath. The only piece of house furnishings that remains is a ponderous old bathtub that, according to the traditions of Pike County, had been imported from Italy. The explanation for its remaining, supposedly, is that it is too heavy to be carted away and too hard to be broken to bits by souvenir hunters.

THINGS YOU WILL REGRET

Trying to have the last word. Getting the best of an argument which may cost you a friend. Squandering your time foolishly. Resenting fancied insults. Doing the lower when the higher is possible. Passing the buck, putting the blame, the burden on the other fellow. Trying to get pleasure out of that which lessens your self-respect, makes you feel mean the next day. No recreation, no play, no fun is for you which does not leave you a little more fit for life's duties. Whatever makes you feel demoralized, ashamed, that lessens your self-respect, is vicious, no matter how exciting or exhilarating it might be for the moment.—*Success Magazine*.

Motto of Burnside Y. M. C. A. Is Service

*Religious, Moral and Physical Training of
Our Shop Employees Faithfully Attended To*

Following is the first of a series of articles concerning the activities of the Railroad Y. M. C. A. on the Illinois Central System. The second article will appear in an early number.

THE work of the Railroad Y. M. C. A. at Burnside shops (Chicago) is planned to interest the greatest number of men possible. Games are promoted and supervised for those interested in sports; a technical library is maintained for those studiously inclined; every summer there is a garden for those who enjoy tilling the soil; entertainments are put on during the noon-hour periods; students are enlisted for the night schools maintained in the neighborhood; religious meetings are held; the secretaries serve as advisors to the men on questions affecting religion, morals, home life and Americanization, and assistance is given those seeking citizenship. In fact, the three phases of life that the Y. M. C. A. generally strives to serve—religious, moral and physical—are well represented on the program of Burnside's Y. M. C. A. activities.

Some figures on the amount of work handled by the Burnside Y. M. C. A. during the year 1922 will serve to illustrate the

wide field covered and the intensity with which it is covered.

Take the technical library, which is one of the newer institutions at Burnside, having been established late in 1921. The library was opened with a number of technical magazines furnished by Shop Superintendent L. A. North. To these were added a few fundamental text books on mechanical subjects, purchased by the Burnside Y. M. C. A., and now the circulating library is beginning to take on real importance to the men at Burnside. More books are being bought, and the list of technical magazines subscribed for is being enlarged this year. During 1922 the patrons of the circulating library borrowed 271 pieces of reading material.

Social Events Are Popular

During the year there were 125 social events, principally noon-hour gatherings. The estimated total attendance was around 41,600. Motion pictures were shown on a number of occasions, and there were wrestling and sparring matches.

Among the indoor and outdoor athletic events which were sponsored by the Burnside Y. M. C. A. were indoor and outdoor baseball, volleyball, tennis, basketball and bowling. In the 1,943 games conducted during the year there were 22,006 participants. The big athletic event of the year is a 5-event program in which medals are awarded. The outcome of the 1922 5-event program was reported in the January number of this magazine. The foregoing figures do not include the dart games that were held during the year, 112 games being played, with 756 participants.

The Burnside garden is one of the most interesting features on the Y. M. C. A. program. A 2-acre plat of ground lying in the northwest corner of the property is used for this purpose. The Y. M. C. A. has the ground plowed and staked off and assigned to the men. Last summer seventy-six men had plats in the garden, and therein they raised almost every vegetable known in this climate. So enthusiastic are the men over the Burnside garden that in the middle of January, when this account was written, a large number of applications were in for 1923, and more inquiries were being received every day.

Co-operates With City Schools

Along the line of educational work, the Burnside Y. M. C. A. co-operates with the



John R. Glenn

city school system in the night schools which are held in rented halls in the neighborhood of the plant, principally attended by foreign-born men who are studying for citizenship. English and civics are the principal courses given. During the past season there have been about twenty-five Burnside employes in the night schools as regular attendants. The Y. M. C. A., in addition to enlisting the interest of the men in the night schools, undertakes to furnish entertainments from time to time. During 1922 the Y. M. C. A. arranged for

thirteen educational lectures in the night schools.

During 1922 the Y. M. C. A. assisted fifteen Burnside employes in obtaining their first papers and twenty-nine in obtaining their second papers for citizenship. The amount of work required of the Y. M. C. A. secretaries in this field of their activities is indicated by the fact that last year they wrote more than 800 letters pertaining to citizenship papers on behalf of Burnside employes.

The Y. M. C. A., being a religious or-

Secretary Glenn in the Garden



Another View of the Garden



Volley Ball



Dart Game



50 Yard Dash - Start



50 Yard Dash - Finish



Horseshoes



*Activities at
Burnside Shops
Chicago,
Under Auspices
of Railroad Y.M.C.A.*



W. R. Davison

ganization, naturally devotes a not inconsiderable part of its time to religious work. During 1922 twenty-one religious messages were delivered at meetings of employes, at which the total attendance was nearly 5,600; on eight occasions programs were put on in co-operation with the churches of the neighborhood; and twenty interviews were given to men concerning their religious life. A Bible class is now being organized for one noon-day meeting each week.

That summarizes the activities of a mighty busy organization. As to the men who deserve the credit for this program:

Experienced Secretary in Charge

The activities secretary is John R. Glenn, who has now been at Burnside for something over a year, and in that year has learned to know every nook and cranny of our big shop plant and to know hundreds of the men by their first names. Glenn is an Illinoisan, 35 years old. After leaving school he taught school for four years, and then spent two years in the wholesale plumbing business at Decatur. It was at that point that he entered Railroad Y. M. C. A. work in 1913 as an assistant secretary. From 1914 to 1917 he was general secretary at Ennis, Texas, and from 1917 to 1920 general secretary at Peru, Ind. In

1920 and 1921 he served as executive secretary of the Grand Trunk Department of the Y. M. C. A. at Chicago, and the first of 1922 he took up his duties as activities secretary at Burnside. He has a big vision of his usefulness and the usefulness of the Railroad Y. M. C. A. organization to the men at Burnside, and the number of his friends testifies to the earnestness and fidelity with which he tackles the big problem that he envisages.

For his assistant, Mr. Glenn has W. R. Davison, who has been in Railroad Y. M. C. A. work since his discharge from the army. His first Railroad Y. M. C. A. experience was with the Chicago & North Western, at Chicago, and for the past two years he has been associate secretary at Burnside. Mr. Davison is twenty-three, and his enthusiasm for the work of the Railroad Y. M. C. A. is one of the reasons for the success of the Burnside program.

The work of the Y. M. C. A. at Burnside Shops is made possible by a liberal contribution from the company.

One of the features of the 1923 program at Burnside is a winter chautauqua course that was put on the week of January 8 to 13. A report of the noon meeting on January 12, at which President Markham was the speaker, is given elsewhere in this number. Musical programs and lectures were given on the five other days of the week.

LAW AND ORDER

The government of the United States, and of the states, of course, which are the integral parts of our great fabric, these mean law and order, and without the maintenance of law and the enforcement of order the whole fabric of civilization will fall to the ground. One of the great things to be remembered is that government should be a free government, a government worthy of our loyalty and our sacrifice, that we must see to it that all men are treated with justice, that no worker can be made to work against his will, but no man and no woman can be prevented from working if they choose to work.—HENRY CABOT LODGE.

WHEN INTUITION FAILS

Intuition is a wonderful thing when it works. I have great respect for it—when it works.

But it doesn't always work.

Intuition is what prompts a hen to set on china eggs as optimistically as on the real article. Intuition is what tempts the setter put to point at the parrot cage. Intuition is what leads many business men into the embrace of the receiver.—ROGER BABSON.

Big Cotton Compress Open on Our Lines

*Object of Plant at New Orleans Is to Make
Two Bales Fit Where One Fitted Before*

ONE of the most modern cotton compresses in the world recently was completed on the Illinois Central lines near New Orleans. Construction of the plant, costing about a million dollars, was begun in April, 1922, and finished December 31. Cotton was received and pressed as early as last September, although the plant was not completed. The New Orleans Compress Company, Inc., is the new concern that has located on our lines between Southport and Shrewsbury, about six miles from New Orleans.

The building that houses this compress and warehouse is 900 feet long and 250 feet wide. It is two stories high and has a storage capacity of 50,000 bales of cotton. It is rated as absolutely fire-proof, being constructed of concrete and steel, and is given an AAA rate of insurance, the lowest in Louisiana. As a further prevention against fire, the plant is equipped with automatic sprinklers throughout.

Concrete platforms extend the entire length of the building on each side for receiving and loading the cotton. The total floor space, including these platforms, is 250,000 square feet.

Presses Bales Into Small Space

The purpose of the cotton compress plant is to press the bales of cotton into the smallest possible bundles, so that a greater number can be loaded in cars and on ships. The practice of making the bales of cotton



Bale before and after compression

of greater density reached its highest development through the necessities of the late war, but its benefits are now recognized as being of economic value to the shippers. The high density bales are more easily handled than the standard density bales, and there is less danger of damage to the cotton.

Most of the cotton that is received by the New Orleans Compress Company, Inc., comes from growers in all parts of the South after the bales have been pressed to standard density at local presses. It is seldom that the local presses make bales of a high density.

The standard density bales that are re-



Bales going through the press



Storehouse of New Orleans Compress Company, Inc.

ceived are placed in a press at the New Orleans Company, Inc., plant and are subjected to a pressure of 200 tons for each bale. This pressure increases the density of the cotton to $22\frac{1}{2}$ pounds a cubic foot, and thus reduces the size of the bale about one-third. When the full pressure is on, the bale is reduced to a thickness of about eight inches; then metal bands are fastened on. These bands hold the cotton in the desired density when the pressure is released.

Bales Are Stored on End

After the bales have been made of high density, they are either stored or loaded for

shipping. They are usually loaded 100 to the car at this plant. To facilitate handling as well as to utilize all the available space, each bale of cotton is stored on its end. The bales are never stacked at the New Orleans Compress Company, Inc., plant.

The capacity of the press is about ninety-five bales an hour, and the New Orleans plant is expected to handle 350,000 each season. Nearly 100,000 bales have been handled since last September.

There are about two hundred and fifty laborers employed at the plant, as well as many clerks.

Building of Line in Kentucky Authorized

Authorization was given December 23 for the construction of a new line between Central City and Dawson Springs, Ky., and work is expected to begin at once. When the new line is completed, we shall have a double-track line between these two points. The maximum distance between the two tracks will be approximately eight and one-half miles.

The Kentucky Midland Railway, a short line of about nine miles extending from Central City west to a coal field, was purchased as part of the plans for the new line. The Kentucky Midland line will be completely reconstructed, and the new line will extend west from its junction to a little south of Madisonville, then in a general southwesterly direction to Dawson Springs.

Construction on a line from Dawson Springs to Providence was stopped during

the war after about four miles had been completed out of Dawson Springs. This section of right-of-way will be used by the proposed Dawson Springs-Central City line.

The new line will be approximately thirty-seven miles in length and will have a maximum grade of .5, or a rise of not more than 26 feet to the mile. The maximum grade of the present main line between Central City and Dawson Springs is 1.25, or a rise of 66 feet to the mile. The maximum curvature of the new line will be 2 degrees, according to the present plans, while the maximum curvature of the present main line is 6 degrees.

The plans for the new line include the construction of new yard facilities at Central City. There will be eight 80-car tracks and five 50-car tracks.

Our fast passenger trains will probably continue to run over the present line.

Effingham, Ill., Honors the Illinois Central

*Civic Boosters Hold Get-Together Banquet
With President Markham as Guest of Evening*

THERE is a tale in mythology about a sculptor named Pygmalion who carved a statue of a beautiful maiden and fell madly in love with the conception which he had created. In answer to his prayer to Venus, the inanimate form of Pygmalion's adored one was endowed with life.

The poetical illustration derived from this ancient legend applies to the spirit responsible for the development and advancement of cities, large and small. Touched by a spark from the living fire of civic progress, inspiration is born in the hearts of the leaders of the community and an enterprising city springs into life. Something like that has happened to Effingham, Ill., a city of about 5,000 population located approximately 200 miles south of Chicago on the main line of the Illinois Central.

The stranger entering Effingham for the first time finds something pleasantly inviting and reassuring about the atmosphere of this little city. The citizens have a spring to their step, and a tone of hearty good fellowship is in their voices. The air is charged with sprightly energy—vigorous, stimulating. Effingham doesn't wait for things to get done; it does them. The secret of this healthful civic condition is unity of purpose and action. A group of energetic young business and professional men have banded themselves together to promote the interests of Effingham, secure in

the belief that whatever is for the betterment of the community will benefit them as its citizens.

Community Spirit Is Active

For example, last summer the enthusiastic Effingham citizens decided that the little city needed a new hotel. They entered upon a campaign and in short order brought in \$102,000 worth of pledges for subscriptions to the capital stock of the corporation that was to be created to carry out their conception. The 3-story, fireproof hotel is now nearing completion. It is expected that it will be ready for occupancy about May 1 next.

It was mainly due to Fred C. Wenthe, president of the Effingham Rotary Club and a former employe of the Illinois Central, that the recent big Effingham-Illinois Central get-together banquet was achieved. In making the plans, Mr. Wenthe had the help of W. W. Austin, president of the Effingham Chamber of Commerce; Colonel Harry Parker, the city's Demosthenes; I. H. Schulte, Henry Eversman, Dr. E. L. Damron and a host of other civic boosters.

The dinner took place Tuesday evening, January 9, with President C. H. Markham, of the Illinois Central System, as the guest of honor. Other members of the Illinois Central System's official family were there, together with a representative gathering of nearly 250 citizens of Effingham and community. Mr. Austin, who is postmaster in



Reception committee and Illinois Central officials who attended a banquet in President Markham's honor at Effingham, Ill., January 9. Reading from left to right: Guy P. Denton, Dr. H. Taphorn, W. H. Bash, local freight agent; H. C. Hayes, assistant engineer, Illinois division; Henry Eversman; J. L. Downs, roadmaster, Illinois division; Dr. S. F. Henry; H. Kabbes, supervising agent, Illinois division; J. W. Hevron, superintendent, Illinois division; F. L. Thompson, chief engineer, Illinois Central System; C. J. Moritz; W. W. Austin; Dr. E. L. Damron; President Markham; Fred C. Wenthe; I. H. Schulte; D. J. Cook.

addition to being president of the Chamber of Commerce, presided, and Mr. Wenthe served as toastmaster. The address of welcome was delivered by Colonel Parker, and appropriate talks were made by J. M. Brewer, superintendent of the Chester Knitting Mills, a branch of which is located at Effingham, and by J. Paul Clayton, vice-president of the Central Illinois Public Service Company.

Introducing President Markham, Mr. Wenthe said, in part:

Tribute to the Illinois Central

"When you know people better, you like them better. If you go to people with an open mind and open heart, you will find them open-minded and open-hearted also. The way to get a friend is to be one. In making acquaintances, I always try for the kind that begets fellowship and friendship. I am happy in the thought that this idea is coming so much in favor that it is growing by leaps and bounds, and I can give no better example of its working than by calling your attention to the presence of our distinguished guest.

"In the case of the personnel of the Illinois Central Railroad Company—starting with the division officers and on up successively to the president himself—what kind of men are they? I have found them human, interesting to talk with, always sympathetic in their consideration of our appeals for community needs. They are real fellows, they admire our fine community spirit, and the only reason for their coming here and giving as much of their valuable time is because they are our friends—impelled by the motive to encourage us in the ways we go about to attain certain goals.

"This evening we are fortunate to have with us the highest executive official of one of America's greatest railroads, the Illinois Central, the road which serves Effingham—a man into whose private office I have been admitted on several occasions without a card, fuss, feathers or formality, and welcomed with a real grasp of the hand. He is the only railroad president I know of who thinks it worth while to keep his company's many patrons informed by publishing monthly conditions reflecting the operation, safety precautions, unjust political attacks, and his extraordinary endeavor to serve the public—always concluding: 'Constructive criticism invited.'

"Gentlemen, it is my privilege and the greatest honor and pleasure of my life to introduce to you my friend and your friend, Mr. Markham."

Mr. Markham paid a compliment to the Chamber of Commerce and Rotary Club of



Fred C. Wenthe

Effingham and expressed his appreciation of the warmth of his welcome by those present.

Mr. Markham's Sentiments

"The interests of Effingham and the Illinois Central are mutual," he said. "That the relations between both parties have always been mutually friendly goes without saying; and mutual co-operation and the spirit of reciprocal service are the greatest things on earth."

Mr. Markham said that last year the Illinois Central paid out about \$178,000 for local salaries and improvements and other expenses at Effingham, while its total freight and passenger receipts at that point amounted to about \$168,000. He said that the Illinois Central System's efforts to keep abreast of the times were shown by the fact that during the last twelve years the management has expended approximately \$200,000,000, or about 60 per cent of the road's capitalization, in improvements of facilities.

Mr. Markham gave a summary of the Transportation Act and railway earnings under its operation. He showed that there had been no guaranty of any stated income since August 31, 1920. All the railroads ask, he declared, is fair regulation. Waterways and other means of transportation can only give an infinitesimal measure of relief in transportation shortages. The transportation burden rests upon the railroads, and they cannot expand adequately to serve the country unless permitted to earn a fair return upon invested capital.

Upon motion of Doctor Damron, a unanimous vote of thanks was expressed by the audience, which voted standing. An informal reception was held after the speaking program.

Distinguished Guests Present

The Illinois Central representatives who attended the meeting, in addition to President Markham, were: Chief Engineer F. L. Thompson, Superintendent J. W. Hevron, Roadmaster J. L. Downs, Assistant Engineer H. C. Hayes, Trainmaster C. W. Davis, Agent W. H. Bash, Supervisor T. Carey, and Supervising Agent Harry Kabbes.

Those at the speaker's table, in addition to the Illinois Central representatives, were:

D. F. Kelly, superintendent, Central Illinois Public Service Company; J. Paul Clayton, vice-president, Central Illinois Public Service Company; J. M. Brewer, superintendent, Chester Knitting Mills; Fred Wenthe, president, Effingham Rotary Club; W. W. Austin, president, Effingham Chamber of Commerce; J. W. Gravenhorst, secretary, Chamber of Commerce; the Rev. Father Lamert, pastor, St. Anthony's Church; Charles J. Moritz, Rotarian; H. S. Parker, Rotarian; Dr. E. L. Damron, Rotarian; George Barnes, Rotarian; I. H. Schulte, Rotarian; H. B. Wernsing, Rotarian and city commissioner; W. H. Engbring, city commissioner, and Paul Eiche, mayor.

Gypsy Smith, Jr., Preaches at Leland, Miss.

By T. L. DUBBS,

Superintendent, Vicksburg Division

Beginning January 7 and continuing until and including January 28, the great evangelist, Gypsy Smith, Jr., conducted a series of meetings in a specially constructed tabernacle at Leland, Miss. The tabernacle has a seating capacity for 2,500 persons, but even that was insufficient to accommodate the crowds. This tabernacle is a temporary structure amply supplied with lighting and heating facilities and with comfortable seats. There is also provided a large and commodious pulpit and a choir platform with seats to accommodate 150.

Gypsy Smith, Jr., is the son of the original Gypsy Smith, known the world over as the "gypsy evangelist." Gypsy Smith, Sr., was born in a gypsy camp near London, England, and lived these until 16 years of age, when he was converted and joined the force of General Booth, who at that time was known as the Rev. William Booth and who had a number of missions known as the Christian Missions, which were afterwards formed into the Salvation Army. When this army was organized, Gypsy Smith, Sr., was the thirty-sixth officer. For

many years he traveled about England as a missionary, working for the Salvation Army. After having had some disagreement with William Booth, he severed his connections with the Salvation Army and became an evangelist. For a number of years he had calls from every English-speaking country on the globe.

Gypsy Smith, Jr., was born in Manchester, England, and was brought up by his father and mother in a religious atmosphere. His father was a full blooded gypsy; his mother, an English woman. At the age of 15, Gypsy Smith, Jr., determined to go to sea. This desire arose, no doubt, from the fact that his mother came from a family of sea-faring people. His father and mother permitted him to follow his inclination in this matter, believing that upon his return, within a year, he would have had sufficient sea-faring experience and would be willing to follow some other occupation on land.

Gypsy Smith, Jr., followed the sea for nine years, the first five years as a common sailor on a sailing vessel, touching many foreign ports. For four years he was an officer on a transatlantic steamer in the



The tabernacle at Leland, Miss.



Gypsy Smith, Jr., golfing at Greenville

British merchant marine, serving between New York and Glasgow.

After he left the sea and at the age of 27, he married a Scotch girl in Glasgow and now has an interesting family of children consisting of two boys and one girl. Soon after the first child was born, the Smiths moved to New York. Later they established their permanent home near New London, Conn., where they now reside. At the age of 27 Gypsy Smith, Jr., was converted while attending services with his wife. Immediately thereafter he became an evangelistic singer. At the age of 34 he was ordained a minister and began an evangelistic campaign in Virginia. He is now 42 years of age.

Gypsy Smith, Jr., is the great son of a great father and is a mighty preacher of the gospel. Much of his work has been in the southland. He has held great meetings in the cities and towns of Virginia, North Carolina, South Carolina, Georgia and elsewhere. He is gifted in many ways and has a most winsome personality.

Associated with Gypsy Smith, Jr., is Charles F. Allen, a native of Indiana, who is a singer of considerable note and who has been with Mr. Smith for five years. Mr. Allen's work has contributed in no small way to the success of the evangelistic campaign. There is also associated with Gypsy Smith, Jr., Miss Lucille Abernathy of North Carolina, who plays the piano.

The services at Leland were attended by people from Washington, Sharkey, Sunflower, Bolivar, Coahoma and Issaquena counties. From four to six hundred automobiles were necessary to carry the people to and from the tabernacle for distances ranging from five to sixty miles.

The tabernacle and its equipment were provided by enthusiastic supporters of the movement, the principal of whom is Joe Aldridge, a prominent planter south of Leland. The heating equipment was provided by the Yazoo & Mississippi Valley.

The ministers in Washington and adjacent counties took a keen personal interest in the success of these services and in having their congregations attend regularly. They themselves made it a point to attend every meeting whenever it was possible for them to do so.

The choir of one hundred and fifty was a splendid one and contributed materially to the success of the campaign. R. S. Porter of Greenville, Miss., and his committee selected this choir.

Gypsy Smith, Jr., is not affiliated with any particular church or denomination; all nationalities, all classes, all creeds, all colors are welcome alike to his meetings or to personal conferences or consultations. He is a democrat, first, last and all of the time; and he is a great enthusiast for his line of work. He keeps himself physically fit by indulging every day, when it is possible to do so, in some out-of-door exercise or sport. We have in Greenville, at the Country Club, a magnificent golf links. Gypsy Smith did not miss one or two trips around these links a single week-day afternoon except when some very unusual circumstance prevented.

COMMANDMENTS OF BUSINESS

Handle the hardest job first each day. Easy ones are pleasures.

Do not be afraid of criticism—criticise yourself often.

Be glad and rejoice in the other fellow's success—study his methods.

Do not be misled by dislikes. Acid ruins the finest fabrics. However, both dislikes and acids may be used to advantage.

Be enthusiastic—it is contagious.

Do not have the notion that success means simply money-making.

Be fair, and do at least one decent act every day in the year.

Honor the chief. There must be a head to everything.

Have confidence in yourself, and make yourself fit.

Harmonize your work. Let sunshine radiate and penetrate.—*Selected.*

Barbecue Launches Reclamation Project

*Work of Great Importance to the Illinois
Central System Is Begun at Brunswick Gap*

By THOMAS TREANOR,
New Orleans Division Editor

THE reclamation of 300,000 acres of the finest farming lands on the face of the globe, the fertility of which is comparable only to the ever-famous Valley of the Nile or the much coveted alluvial lands of Mesopotamia; the rehabilitation of an almost depopulated county in what is known as the Lower Delta; and the consequent increase in the population, wealth and general prosperity in a veritable land of promise—these are the expectations of the people of Mississippi living in a radius of a hundred miles of Vicksburg, now that the section of the Mississippi River front, still unprotected by standard levees and known as the Brunswick Gap, has been taken in hand by the United States government and the work of building a levee to commission grade and standard actually begun.

The levee will be an extension of the system on the east bank of the river, which begins at the south state line of Tennessee and which, when the work is finished two or three years hence, will end at the mouth of the Yazoo Canal at Vicksburg.

Floods Make Farming a Gamble

By referring to the map published with Mr. Crowson's article on flood control in the December, 1922, issue of the *Illinois Central Magazine*, the project is visible at a glance. The water backs up through the

unprotected space there shown and spreads itself over a large territory, making planting a mere gamble with a capricious river, to say nothing of the boll weevil.

For twelve years or more, the people in the affected district have been striving assiduously to interest the government in the great undertaking, and when the members of a congressional committee on board a Yazoo & Mississippi Valley railroad train, plowing through fifty miles of inundated territory on a submerged track, saw for themselves the pity of such a waste, the reward for the good people's admirable persistence was not long forthcoming.

Important to Illinois Central System

Big levee-building machines built by the United States government at a cost of \$120,000 each will be employed in the work, supplemented by team work where necessary. These marvels of mechanical invention have a capacity for handling 7,000 yards of dirt each day and are equipped with 600-horsepower engines which furnish power both for moving and operation. Twenty-two men are required for the operation of a machine. Steam stump-pullers, each carrying a crew of six men, will be used in connection with the building machines. Major R. P. Howell, U. S. A., an authority on levee construction, will be in charge of the work.

The Illinois Central System, whose lines traverse the entire district affected, is



A few of those in attendance at the Brunswick barbecue. In the background is a levee-building machine. At the foot of the tower is the engine room, and above is the craneman's box. The machine is moved and operated by its own power.



Lining up for the "eats" at the Brunswick barbecue, on the occasion of breaking the first ground for the Mississippi River levee extension.

equally interested with the people in the reclaiming and development of this fertile tract.

A celebration was in order when the first ground was broken at Brunswick, Miss., on December 11. When people in the South wish to celebrate on a big scale, their minds naturally revert to the customs of their fathers, whose favorite medium was a barbecue; and so a barbecue was decided upon. A barbecue is defined as a large social or political entertainment in the open air, at which animals are roasted whole and feasting on a generous scale is indulged in. This barbecue was all that, and more.

Tables were erected in a clearance in the woods near where the work began, and

whole beeves, hogs and sheep, together with game killed in the neighborhood, barbecued to a turn known only to those adept in the art, were served to those who came from far and near to join in the celebration. Big bowls of salad, generous piles of delicious bread, caldrons of strong, fragrant coffee added to the bounteous feast, as the crisp, cool air of the forest added to the sharpness of the appetite.

Prominent speakers from all parts addressed the festive crowd, and the day ended as a red letter one in the annals of the locality.

A committee from the Vicksburg Board of Trade supervised all arrangements for the memorable event.

How an Editor Appreciated Lincoln in 1856

A few days hence America will be celebrating the birthday of the Great Emancipator. For that reason we turn back a few months from our perusal of the files of 1857 to those of 1856, where we learn that on July 17 a mass meeting was held in Dixon in ratification of the Republican nomination of John C. Fremont for president, and that one Abraham Lincoln addressed the meeting. The Amboy editor was there, and in the *Times* of July 24, 1856, we find his impressions recorded:

"Last Thursday we, with a large number of our citizens, went to Dixon to attend the Ratification meeting at that place, and we trust no one regretted their attendance. We heard several excellent speeches, but the speech of the day was made by Hon. Abraham Lincoln, one of our electors at large. When loudly called for he arose, not with slow and dignified motion, but quick as a flash, and lo! what a man. He is about 6 feet high, crooked-legged, stoop shouldered, spare-built, and anything but

handsome in the face. It is plain that nature took but little trouble in fashioning his outer man, but a gem may be encased in a rude casket.

"His first remarks were not of a character to overcome the unfavorable impression which his uncouth appearance made, but when he had spoken some five or ten minutes, he began to warm up on the subject. He laid out his field of operations, and when he had finished his work, we with one accord pronounced it good. Not a stone was left unturned, not an obstacle or objection unremoved. As a close observer and cogent reasoner, he has few equals and perhaps no superior in the world. His language is pure and respectful, he attacks no man's character or motives, but fights with arguments.

"We have heard a good many political speeches in our time but never, we think, one equal to his. He spoke full two hours and still the audience cried, 'Go on.'"—*Amboy (Ill.) News*.

Personal Interest a Safeguard to Freight

*Patrons Are Better Satisfied by Careful
Handling Than by Prompt Payment of Claims*

By ZELLA MacNAIR ROSE,
Office of Superintendent, Indiana Division

"THE Illinois Central not only is the best road I ever dealt with so far as settling claims is concerned, but it is the most careful I know of about handling your freight so that there will be no claim; and, you know, that is what I like the better of the two, because no matter how quickly and fairly your claim may have been settled, you'd have been a whole lot better satisfied if there'd have been no claim at all and your freight had just gone through in good shape without delay." This remark, overheard by one of our employees on an Illinois Central train out of Chicago, brought the whole question of loss and damage to mind, especially as so much of our time and thought has been concentrated on this important subject during recent months.

Loss and damage to freight vary greatly in normal times and in abnormal times, caused by a heavy seasonal movement of crops, shifting demands of localities or labor troubles. The direct reason for increases in loss and damage are shortage of help, irregularity in running trains, poor equipment, rushes of business during which station and train forces are compelled to hurry until they necessarily neglect close checking and fail to give that attention to detail which is required, and lack of interest on the part of those handling freight.

A Duty to Shippers and Company

Causes of exceptions are being studied constantly, and various methods of handling freight are tried out with the idea of reducing exceptions to the smallest percentage possible. This is necessary, of course, on account of the protection which we owe the shipper who entrusts his freight to us and on account of the interests of the company, which is called on annually to pay thousands of dollars in claims caused by freight that is lost or damaged. These causes are briefly: Rough handling, both at station and in transit, errors in billing or checking, poor stowing and bracing, poor packing.

The ordinary means now in effect to enable us to handle freight without damage or loss are as follows: When a shipper delivers freight to us at one of our local freight offices he is required to have it properly crated, packed or wrapped, accord-



Zella MacNair Rose of the superintendent's office, Indiana division, was recently elected president of the Business Women's Club of Mattoon. This organization is only three years old, but already has a membership of one hundred and twenty-five of the representative business women of the town. They occupy a clubhouse at 1521 Charleston Avenue, where they have large club rooms, a dining room in which meals are served daily to members and the public, and sleeping rooms for those members who desire to live at the club. The Business Women's Club endeavors to assist all working girls and give them a meeting place for their social activities. The club co-operates with the other clubs of Mattoon and the United Charities in any way which will help the town.

ing to the commodity, tagged or marked with the consignee's name and address, also his own, in order to facilitate tracing in case it should go astray. At the time of delivery to us the shipper is given a receipt showing that when we accepted his shipment it was in good condition to withstand ordinary handling to its destination. From this time on the responsibility of taking

care of this particular piece of freight rests squarely upon us.

We first make sure that it is placed where our truckers will get it and put it in the right car. After it is trucked to the proper car it must be braced in the car in such a way that it will be protected while the car is being switched and will not be damaged, either by being knocked over and broken or by having other freight thrown against it. Stowmen must see that it is put in such a place in the car that it will not be overlooked at the time of unloading. This question of "station order" loading is one with which we are having a great deal of trouble at this particular time, when we consolidate so many schedule cars in order to release equipment for use during the present shortage. It will be seen readily that when local way cars are loaded in station order, with all the pieces for each station together, it saves time, enables the conductor and agent to accomplish their checking in much shorter time and avoids possible damage from handling and re-handling.

Care Needed All the Way Through

After the freight is loaded properly, sufficient care must be used by the train crews in switching and setting out cars to prevent damage on account of rough handling in transit. When the destination is reached there is still the necessity of avoiding damage at the time of unloading, either by rough handling or from the condition of the weather. Finally the freight is checked out to the consignee, who gives us a receipt similar to the one which was given the shipper by us, and the company has performed one more satisfactory service. All this care is for the particular purpose of avoiding damage. The question of loss must be met by other methods, since it is caused by other irregularities.

Poor marking, mishandling of waybills, failure to unload, failure to check into freight houses, into cars and out of cars, errors in billing, errors in pouching way bills—all these contribute to the percentage of lost freight. It is this feature which is giving us the most concern at the present time, as 75 per cent of our exceptions are from astrays, overs and shorts, all of which are caused by some one of the irregularities mentioned. This is shown up again and again by the analysis which is given each exception charged against us. It is possible to make a great reduction in exceptions by watching this feature closely. It is simply a question of more careful checking, a general tightening up all along the line, from the time the freight comes to us until it is delivered to the consignee.

In this connection we have various systems of setting our cars, giving them spot numbers corresponding to those placed on freight for outbound movement and all the other features of up-to-date platform management. Freight is checked against the waybills, and every effort made to satisfy the loading agent that the shipments have left his station properly loaded in the car which will carry them to, or in the direction of, their destination.

A Question of Personal Interest

Now there is a feature in this campaign of prevention of loss and damage which seems to be of particular importance. This is not a question of two-by-fours for bracing or spot numbers or stevedore reports, valuable as each one of these factors is. In fact, it is nothing upon which you can put your finger, yet it is an element which cannot be disregarded—that is, the personal interest and co-operation of each employe who has anything to do with the handling of freight.

When one considers that freight passes through the following hands while in our possession—receiving clerk, checker, trucker, stowman, train crew, agent or clerk at destination, trucker and delivery clerk—it is evident that there are as many chances for either loss or damage as there are persons concerned, and the care and interest of each one of these men are absolutely essential before we can handle freight in the proper way with the minimum of exceptions. No method of packing or crating, no method of bracing and bulkheading, cross checking or anything else mechanical can be really effective if the men who actually handle the freight are careless or even just indifferent.

This is the reason our annual no exception campaigns result in such notable decreases in the number of exceptions. The interest of all of us is aroused anew, and that spirit of good sportsmanship and friendly rivalry is inspired which changes drab routine to a game with rules which we must observe and goals to which we aspire. If we make a game of our work, we shall find it the most fascinating thing in the world; and if we make a game of preventing exceptions, with their attendant claims, we shall soon see a remarkable reduction in both.

This, then, is one of the essential things which must be done. We must renew our interest in the game, remember that the company's loss is our own, and the company's reputation for fairness and carefulness is but a reflection of the attitude of the men who do the company's work.

He Saw 40 Years' Service on Our Engines

*Joe F. Randall, Tennessee Division's Ranking
Veteran, Retires With a Clear Record*

JOE F. RANDALL of Paducah, Ky., the oldest engineer in service on the Tennessee division, was retired from active service on December 31.

Mr. Randall is a descendant of old Colonial stock whose members first landed in this country on the Mayflower. A great-great-uncle who was an officer in the Revolutionary War handed down in the family a sword he captured in a personal encounter at the battle of Long Island with an officer of General Howe's army.

Mr. Randall's grandfather was a sea captain owning a line of vessels running out of Providence, R. I. He served for a time as internal collector of this port and died at the home of his son, Benjamin P. Randall, in June, 1876, at a ripe old age.

Benjamin P. Randall, the father of Joe F. Randall, came to Athens County, Ohio, in the late fall of 1836, settling upon a farm, where he reared his family and continued to live until his death in February, 1907. Members of the family belong to the nobility, and in old England, whence they came, they were granted a coat-of-arms as far back as 1572. This coat-of-arms is now in the possession of Joe F. Randall.

He Is a Native of Ohio

Mr. Randall was born in Athens County, Ohio, and there grew to manhood. The first school he attended was an old log school building. His first lessons were taught from the old blue back elementary spelling book. From this district school he was sent to the Athens High School. Then he entered the Ohio State University for a 2-year course, this course being made possible by his raising and selling garden truck.

After completing this course at the university, he obtained a position with R. E. Phillips & Company of West Chester, Pa., as a traveling salesman. While in that employ he met J. M. Boone, superintendent of motive power of the Pennsylvania lines west of Pittsburgh (the P., F. W. & C.), took a position as locomotive fireman on this road and was promoted to engineer. After he had been firing and running on this road about seven years, his services were taken by the Monon Route, where he ran an engine for a year. Quitting there, he came to the old Chesapeake, Ohio & South Western, now the Illinois Central,



Joe F. Randall

January 1, 1883, and remained in the service continuously as engineer, a period of forty years, until the time of his retirement. His last thirty-eight years have been spent in passenger service, handling fast and local passenger trains on the Fulton district of the Tennessee division.

Mr. Randall ended his forty years of service with a clear record and the best wishes of officers and employees.

Pays Tribute to Wife's Help

Mr. Randall married Miss Fannie R. Goodes of Fort Wayne, Ind., February 25, 1879. Two sons were born to them, Charles B. and Guy G. Randall, both of whom are doing well and have families of their own. Mr. Randall also has a great-grandson, the son of his grandson, Clyde B. Randall. It is hoped that Mr. and Mrs. Randall will remain in good health and be spared to one another for many years. Mrs. Randall has been a helpmate in every sense, doing everything possible to assist in making the home life pleasant and happy, thus relieving Mr. Randall's mind of home worries and leaving his attention wholly upon his duties as an engineer. In this manner she assisted him to a great extent in making his

success in life. There is much more credit to be given their wives than most men are willing to admit, Mr. Randall says.

Mr. Randall is and has been from the time of his promotion to engineer a member of the Brotherhood of Locomotive Engineers. He has filled all the offices of his division and has represented it in the grand division as local chairman and on the legislative board for a number of years.

Mr. Randall is well up in Masonry, being a member of Blue Lodge No. 449, Royal Arch Chapter No. 30, Commandery No. 11 of Paducah and a member of Kosair Temple, A. A. O. N. M. S., of Louisville, Ky. He has always taken a great interest in the upbuilding of the city where he lives and helped to organize a Building & Loan Association, of which he was a director. Through this association many of his associates and fellow employes have been enabled to build their own homes. He himself built his home in this way. He believes it is better to build a home in this way and after a few years, instead of having a bundle of rent receipts, have a warranty deed and a home without incumbrance.

A Good Citizen of His Community

Mr. Randall also assisted in raising \$140,000 to encourage new enterprises to come to the city in which he lives. He materially assisted in securing funds to build a \$75,000 Methodist church. Another monument to his city is the Illinois Central shops. Mr. Randall assisted in carrying the

election which carried the bond issue of \$90,000 to assure the building of these shops.

Politically, Mr. Randall is a Democrat. He has served as election commissioner and as president of the State Political League, during which time he refused a nomination for representative in the legislature.

Mr. Randall is very proud that he is being retired with a clear record. He has also expressed his appreciation to the general superintendent and division superintendent for the pension he will receive, this being wholly optional with the management of the Illinois Central and a great inducement for employes to render good and faithful service.

Mr. Randall prizes highly the letters of congratulation he has recently received, among them the following testimonial from J. W. McNamara, one of his old firemen, now in passenger service on the Fulton district:

"Allow me to congratulate you in your success as an engineer and a brotherhood man, as I can speak, since the infancy of my railroading was under your tutelage. I am vain in saying that my success as an engineer now, whatever it may be, is largely contributed to that.

"I wish to extend my best wishes for a successful and happy future, as I am sure you will now appreciate the past. I hope you may live many years to enjoy the record you have made and that you may rest easy for the balance of your life."

Gideon Bibles Are Placed on Our Trains

Gideon Bibles were placed on our library and club cars December 30. The Gideons have placed Bibles in nearly every hotel room in the United States, but this is the first time that railway trains have been so favored. Eighteen leather-bound copies were sent to President Markham for use on our trains.

The suggestion of placing the Bible on the Illinois Central trains was made last June by Fred Sullens, editor of the Jackson (Miss.) *Daily News*. E. C. Robin, field secretary of the Gideons, was placing new Bibles in hotels at Jackson when Mr. Sullens proposed putting them on the trains, and Mr. Robin wrote to President Markham about it on June 17.

Mr. Markham's favorable reply to Mr. Robin was published in the *Daily News*, and a few days later Mr. Markham received the following letter from John P. Bennett, cashier of the Citizens Bank & Trust Company of Yazoo City, Miss.:

"I have always thought the Illinois Cen-

tral was a very progressive railroad and up-to-date in every line of business.

"I note from the Jackson *Daily News* of July 12 that you have given permission for the Gideons to place a copy of the Bible on each of your eighteen library cars. This, in my humble opinion, is very commendable in you, and only goes to show that the Illinois Central is always ready to co-operate in any movement that has to do with the improving of the moral condition of the American people. This act bears me out in my statement."

Mr. Markham requested that the Bibles be supplied in leather binding, so that they would be in keeping with the periodicals already on the cars.

One of the easiest ways of "hitting the toboggan" is to get jealous of a co-worker or neighbor. If you think you are a better man than he, go out and prove it.—DAVID POWELL.

Editorial

OBSERVING THE RULES

An editorial in the *Memphis Commercial Appeal* of December 26 compares the conduct of a crowd of happy youngsters at play with the conduct of grown-ups in the activities of life. The editorial goes on to say:

"One of the youngsters was a traffic officer. He had a miniature revolving sign, on which were painted the words 'Stop' and 'Go.' His companions were traveling on velocipedes, in toy wagons and on foot. The traffic officer was master of the situation. He blew his whistle and turned his sign, and every order was obeyed. Each youngster realized that there was a time to 'Go' and a time to 'Stop.'"

The thought suggested by the editorial is what a fine thing it would be if grown-ups would conduct themselves as did these little boys at play, not only as pertains to traffic, but in all other activities of life. The editorial says: "It's a wise man who knows when to 'Go' and when to 'Stop.' If we all knew when to 'Go' and when to 'Stop,' there would be less friction in our minds, in our hearts and in social and business life."

There is another thought suggested by this excellent editorial, which has an important bearing on the activities of grown-ups—the conduct of motorists who are about to cross a railway track. The penalty for disobedience of the habit to "Stop, Look and Listen" is oftentimes severe. Those who operate motor vehicles are familiar with the duty and practice of stopping at boulevards. They do so without complaint. If this duty is for their good, and there is no doubt about it, what reasonable argument can be advanced that they should not be required to stop at all railway grade crossings? A railway track is far more dangerous to cross than a boulevard. Those who operate public utility vehicles are required by law in some states to stop before crossing all railway tracks. Why not extend this duty to the drivers of all classes of vehicles? This is the only practical solution of the railway grade crossing problem.

It is very true that there is a time to "Go" and a time to "Stop." Applying this to the conduct of motorists, the time to "Stop" is before crossing a railway track, unless one has become reconciled to the fact

that it is his or her time to "Go"—perhaps to Eternity.

ANSWERING SHIPSTEAD

For many years the country has been suffering the deleterious effect of a railway condition created and maintained by misguided politicians. Secretary Hoover estimates that the losses to the country as a result of transportation shortages are greater than the cost of our government. Those losses must be charged up to politics—not politics in the larger meaning of the word, as defined by the phrase, "the science of government," but politics in the sense of popularity-chasing tactics as resorted to by seekers after political offices.

The path that leads to the politicians' door is clear. Transportation shortages in the last few years have been due to inadequate railway facilities. The inadequacy of railway facilities resulted from an unconstructive public policy with respect to rates that made investors tighten their purse-strings and turn their backs when the railroads came to them seeking money with which to enlarge, improve and extend their facilities. This unwise rate policy was a political creation, supported by the spread of misinformation about the railroads.

Our costly experience ought to constitute evidence of the need for constructive treatment of railway questions.

However, there is an indication that the railroads during the next several months are going to be in for another siege of political misrepresentation. As a result of the recent elections, a number of prominent politicians who are openly hostile to the railroads have come into the Congress. A so-called radical bloc has been formed at Washington, and its legislative program contemplates the repeal of the two most constructive features of the Transportation Act. The desire for a change in the Transportation Act in these two respects is based upon a misunderstanding of the true facts of the railway situation, and the men who are lined up behind the so-called radical program are themselves largely responsible for the misunderstanding that exists in the public mind.

In view of the threatening aspect of the situation, unusual importance attaches to an open letter which President S. M. Felton of the Chicago Great Western, who is

chairman of the western railway presidents' committee on public relations, has addressed to Senator-elect Henrik Shipstead of Minnesota, severely criticising the senator-elect for misrepresenting railway subjects in a public address. Mr. Felton's letter will be taken as indicating that the railroads are prepared to meet the expected campaign of misrepresentation in a frank, open manner. If this proves true, the railroads will be strengthened by those who would destroy them, for the railroads need the constructive thought that a public discussion of the facts will develop.

Senator-elect Shipstead was quoted by the newspapers as making the following statements in an address before the City Club of Washington, D. C., December 5:

"Farmers ship sheep to market and then gets bills for the balance of freight charges due. What they get for the sheep will not even cover the cost of shipping.

"A railroad train operated by five men can now carry ten times as big a load as could be carried twenty years ago, yet, in spite of the great labor cost reduction per ton mile, it costs the farmer more to ship and labor does not get enough to keep it from striking."

The senator-elect's statements about the railroads were answered in the following manner, according to the subjects outlined above:

On the day the speech was made, sheep sold in the South St. Paul market for 6½ cents a pound and in the Chicago market for 5½ cents a pound. The carload freight charge on sheep from three representative points in Minnesota to South St. Paul and Chicago was from 2½ per cent to 10½ per cent of the actual selling price of the carload.

The average number of tons handled per train has increased in twenty years from 281 to 578 tons, or about double, instead of increased ten times. Instead of there having been "a great labor cost reduction per ton mile," the average total labor cost per ton mile has increased from 4.15 mills to 9.02 mills, or more than double, despite the increase in average train load. While the total labor cost of the railroads in twenty years has increased twice as much as the increase in freight handled, the average freight rate has increased only 47 per cent.

Railway employees will be particularly interested in the thorough manner in which Mr. Shipstead has been taken up on his own statements. The welfare of railway employees is not served by such misrepresentation.

Furthermore, the welfare of the public is not served by a misrepresentation of the facts. The railroads need constructive, fair,

sympathetic criticism—criticism based upon a knowledge of the subject. But they have had entirely too much of unconstructive, unfair, unsympathetic criticism—based upon ignorance of the subject. The public should be given the facts whenever a person of the standing of Senator-elect Shipstead attempts to misrepresent the railroads.

OUR VETERAN EMPLOYEES

When the *Illinois Central Magazine* carried in its January issue a story concerning the five employees longest in service on the New Orleans terminal, it brought to a close a series of stories begun sixteen months before. These articles took up in somewhat irregular order the seventeen operating divisions of the Illinois Central System and gave reminiscences and pictures of five of the oldest employees on each division.

Gathering these stories brought the magazine in touch with eighty-five representative old-timers. Now, eighty-five employees are not many on which to gauge the sentiment of 60,000, but these eighty-five were tried and tested—tried by the temptations of other occupations and tested in the long experience of years. Therefore their opinions of their work and of the Illinois Central System have had more than ordinary weight.

If any moral is to be drawn from these stories, it is that of loyalty and faith. Almost without exception these employees have volunteered their belief that railroading is worth while and that the Illinois Central System is the best railroad on which to work. Now, something of that sort is to be expected when an employee is asked to give a public opinion of his work and of his employer, but when such information is volunteered (as it has been in so many of the cases) and with such evident sincerity as these men have shown, the sentiment must not be lightly discounted. Where there is so much smoke, there must be fire; and when these employees of mature judgment and ripe experience offer their well-considered opinion, the younger and less thoughtful employees may well pay heed.

Most of the employees interviewed have averaged more than forty years in the railroad's service. That means that most of them had been in the service close to twenty years before our pension department was installed. With less inducement than we have, they had already chosen railway careers.

Most of the veterans who were interviewed are still active in the service. It

is not for us to say that they have yet laid down the task of holding high the standard of the Illinois Central System. Yet, to paraphrase the words of Lincoln, with the example of our veterans in mind, it might be well for those of us younger in the service to dedicate ourselves to the proposition of carrying on the cause which they have thus far so nobly advanced.

SELF-FORGETTING

The average person is predisposed to the habit of self-pity. We actually like to feel aggrieved, to persuade ourselves that something beyond our own volition or direction is subjecting us to a species of persecution. There is always a pretext upon which to base this assumption, if one cares to look for it. A trifle like the baby fretting, or the kitchen range smoking, or hitting one's thumb with a hammer, or the postman being late, may serve as overwhelming evidence that fate is busy in an actual conspiracy to harass us.

It's so easy to place the responsibility on bad luck if one misses a train, or finds a queue ahead of one at a theater box office or bank-teller's window. Trifles have a way of magnifying themselves into regular thunderclouds of misfortune if one gives them the slightest chance.

And once we admit the belief that we are getting a raw deal—that something or somebody has deliberately set out to give us the worst of it—all the wonderful, beautiful and excellent things in the world fade away behind a pall of self-commiseration. The "me" becomes the only thing apparent. We feel sure that a cunningly malevolent, premeditated purpose is working overtime to make us miserable. When one becomes saturated with the idea that one is being made a martyr, self-pity reaches its finest flowering. There's a sort of morbid and gloomy enjoyment in imagining that one is absolutely caught in the rat-trap of malignant destiny.

The man who says, "I never had a chance—luck has always been against me," is really taking pride in being a failure. He hopes the real sublimity of his misfortune is apparent to everyone. He thinks he undoubtedly deserves a crown or a medal or something because he has a little more cause than anyone else ever had to be despairing.

That's what self-pity will do for any man, if he lets it have a chance. One can lose sight of everything that's worth while in life, if one allows self-pity to get in its diabolical work. Considering one's self discriminated against or neglected or misjudged or downtrodden is fatal.

It is also unsportsmanlike. If there should be such a thing as an evil spirit called Beelzebub, Satan, Old Nick or what not (*and there isn't*) I imagine even he would despise a poor loser. Those who spend all their waking hours thinking about how bereft of blessings they are and bewailing their own deplorable situations are poor losers.

Not many of us are worth more than a passing thought. Why think of ourselves? The overwhelming majority of us are here today and not only gone but forgotten, too, tomorrow. It's a case of not being able to see around the edges of our own ego.

The fellow who can see around the outer rim of his own ego gets glimpses of wonderful things. The universe is a mighty interesting place to scout around in, for a fact. It's full of people, places and possibilities—people doing every imaginable thing under the sun; places that are interesting for a thousand reasons and from a thousand viewpoints; and possibilities which make us dizzy to think about them. Think of the marvels of mechanical ingenuity that are yet to be invented; the wonders of natural and applied science yet to be discovered; the triumphs of the fine arts—music, painting, sculpture, literature.—yet to be achieved; the new fruits, flowers, animals yet to be bred, cross-bred and propagated; the new elemental forces of nature to be detected, isolated and harnessed; new qualities and capacities of the mind to be determined and classified—for, have you ever conceived that what we call intelligence, learning, the possible fund of knowledge, is limitless and illimitable? We are only limited by our ability to understand.

Well, then, let us forget Self for a little while each day as an experiment. Let's widen our outlook. Is there anybody in our little sphere of activities we might help out with a word or a smile, or an encouraging clap on the shoulder? Can we by dint of seeking add one atom to the known total of human learning or human well being or human achievement?

A nail well-driven, a nut on a bolt set snugly, even the most trivial and inconsequential act of life, done well, is a perfect achievement.

Think of the task and its accomplishment, not of him who does it. For, after all, the task itself is the thing—not the one who performs it.

A WORKABLE SUGGESTION

The following is an excerpt from resolutions adopted at the fourth annual conven-

tion of the American Farm Bureau Federation, in Chicago, December 11-14, 1922:

"We urge upon the railroads the establishment of a public relations service which shall interpret agricultural and business needs to the carriers and the carriers' needs to the public and instruct our transportation department to co-operate fully with the railroads in this work."

What better evidence could there be of the need for public relations work on the part of the railroads than that the leading farmers' organization of the country announces itself as standing willing to co-operate fully with the railroads in getting the facts about railway conditions and problems before the public, and especially before that large, representative class composed of farm operators? It should be noted, too, that the federation proposes that this suggested service (a liaison between the railroad and its patrons) shall be double-tracked, with a southbound main as well as a northbound main. The farmers' needs would thereby be interpreted to the railroads, and the railroads' needs would also be interpreted to the farmers.

It is our opinion that the railroads individually will do well to act favorably upon the farmers' suggestion. They have everything to gain. There should be the closest kind of co-operation between a railroad and its farmer patrons. The welfare of business is dependent upon the well-being of both agriculture and transportation. The farmer who raises a thousand bushels of wheat would be no better off than the one whose farm produces only cockleburrs, if he had no means of getting his wheat to market, and this essential carrier service is where the railroad comes in.

Down in Texas there is a move on foot to abandon an unprofitable railway line, and the farming population has fairly risen up in arms in an endeavor to keep the line running. It means to the farmers of that territory the difference between prosperity and failure. A small railroad that serves northern Arkansas discontinued its service last year, and the farmers living along the line lost no time in letting it be known that they wanted the service restored.

The railroads of the country are not headed for destruction, by any means, but from time to time there are moves on foot which threaten to impair their ability to give all the service that their patrons require. It is then that the help of the farmers is needed. They ought to be ever zealous of the welfare of the railroad that furnishes them with a vital service that they cannot get along without.

The public relations service which the

Farm Bureau Federation proposes should interpret to the farmers the needs of the railroads. It ought to tell them of the dangers that lurk in restrictive, oppressive legislation and regulation. With such a service functioning properly, there would be a cessation of the over-regulation that has restricted railway growth and development in the last fifteen years or so. And with the farmers actually asking for such a service, it is an opportunity that the railroads individually cannot afford to pass up.

THE REPARATIONS DIFFICULTY

We in America are at peace in mind as well as in fact because we have not the scars of war on our land to remind us of the recent conflict. In considering overseas events of the last few weeks, it is well to bear in mind that the scars of war on France and Belgium are not yet erased.

France points out that she was the chief sufferer from the war. The wreck included 94 per cent of her wool production, 90 per cent of her steel production, 70 per cent of her sugar production, 55 per cent of her electric energy, 33 per cent of her coal production, 250 miles of railroad; there were four thousand villages, twenty thousand factories, five hundred thousand homes destroyed; nearly 13,000 square miles of territory were rendered unfit for habitation or cultivation.

Little damage was done in enemy territory.

In reconstruction France has done much since the armistice four years ago. She has replaced about 500,000 of the 750,000 buildings destroyed. She has re-established more than 7,000 of the 7,300 schools destroyed or stopped, although only about 3 per cent of the school buildings are permanently reconstructed. In many ways France has made progress toward reclamation.

France complains that she has had to make most of this progress at her own expense. The damages in the devastated region have been estimated at 102,000,000,000 francs. Toward paying for this France already has had to contribute more than 44,000,000,000 francs, while Germany has paid France only 4,000,000,000 francs. That is one of the roots of the trouble, and another is that, on a comparable basis, it has been figured that the Germans are paying taxes at the rate of only \$8 per capita as compared with the \$36 per capita that the Frenchman has to bear.

If you are not glad to see the boss come around it's probably because you know you don't deserve promotion.—*The Watchman*.

PUBLIC OPINION



What the

World Thinks

FACTS FOR THE PUBLIC

President Markham's New Year review of the activities of the Illinois Central System during the last twelvemonth is a record of substantial service and achievement. Notwithstanding that a business depression marked the beginning of 1922, and the middle of it was marked by unpleasant labor difficulties, the tonnage increase aggregated more than 21 per cent of the year preceding. The great increase came in the last six months of 1922. In the first six months of the year, up to July 1, according to the report, the Illinois Central handled an average of 1,169,065,500 ton miles of freight per month. In July it handled 1,311,564,000 ton miles; in August, 1,649,538,000 ton miles; in September, 1,690,066,000 ton miles; in October, 1,759,576,000 ton miles, and in November, 1,703,662,000 ton miles. The October business was the greatest in any month in the history of the system.

President Markham's statement is most hopeful and encouraging. And while he specifies the various handicappings which the system has been forced to undergo, he outlines some of the substantial developments that have been made during the year. New equipment costing approximately \$18,000,000 has been contracted for. Including additional amounts appropriated for other improvements, such as reduction of grades and construction of new main line and yard tracks, expenditures already made or provided for will aggregate \$25,500,000.

Studied on the whole, the record shown by President Markham is one of soundness and stability. But one sentence of that report should be read and pondered seriously, and particularly by those most concerned. It is peculiarly apropos at this time of rumors that there must inevitably be a national political movement launched against the railroads during the coming year. Mr. Markham thus approaches the subject:

"Some of the prominent antagonists of the railroads are expected to make efforts during this year that will, if successful, place further restrictions upon the railroads, making it still more difficult for them to take the steps necessary to forestall further transportation shortages. Farmers, business men, wage earners, and all other

classes of our population should be active in opposing these efforts, because their interests in the stake of adequate railway transportation are just as great as, and in some instances greater than, those of railway men themselves."

Another fear is that the so-called progressive elements may force through a measure to repeal the Esch-Cummins law calculated to give aid to the railroads in rehabilitating their systems and thereby furnishing adequate transportation to the nation.

It would be well, with this fight looming ahead, for Americans to remember the warning of Herbert Hoover against railway-baiting and corporation-busting such as formerly gave great comfort to demagogues and lopsided citizens. For while both railroads and industrial corporations have not always been angels of goodness, and while they need to be regulated intelligently lest they become mischievous and dangerous, it would indeed be national folly to withdraw the protection afforded by the Esch-Cummins bill at a time when the first real going strength on the part of the railroads is being manifested. Without such guarantees the Illinois Central would not have been able to spend \$25,000,000, nor the Louisville & Nashville Railroad more than \$20,000,000, on getting themselves in condition to serve this country and in giving employment to thousands of artisans and laborers.

Such statements as these great railway heads are making are by no means simply advertising propaganda. They are indubitably facts which every thoughtful American should know concerning the transportation problems facing the country.—*Birmingham (Ala.) News.*

IMPORTANCE OF THE INVESTOR

We have had much talk in recent years about the interests of the shipper and the traveler and the rights of the workers who are employed by the railroads. It is time, as President Markham of the Illinois Central told a Louisville audience recently, to think about the railway investor.

It is a queer thing how otherwise intelligent men will brush the investor aside as an inconsiderable factor in the railway problem. If thought is given him at all, it is too frequently only to denounce him

as a species of parasite, seeking big profits and serving no purpose of utility.

A very little reflection on the part of any honest mind would satisfy it that this is a wholly irrational and unjust attitude. If it were not for those who have been willing to invest their savings in the transportation systems of the country, there would be no railroads today. Only as that willingness is maintained can the existing systems hope to extend and improve service to meet the developing needs of an ever-increasing population.

In other words, eliminate the investor, eliminate the continuing supply of investors, and you will have no interests of the shipper and traveling public to discuss, no rights of railway workers to engage the attention of labor boards. That may be one way of getting rid of problems, but it is a way comparable only to that taken by the embarrassed individual who puts a gun to his own head and pulls the trigger.

As President Markham wisely said to the Kentucky manufacturers, the railway business "is not a business in the ordinary sense of the term. It is a service—a vitally necessary service—that must be maintained at all costs. It cannot shut down in slack times or expand rapidly and boost its prices in times of prosperity."

Service is the essential thing. Other matters and problems are secondary, and their importance is relative to their bearing upon the maintenance of efficient service. This is true of agitation for bigger wages for workers, or lower rates for shippers, or increased returns for stockholders. Each of these demands merits fair consideration and just treatment, but all must be considered in their effect upon the main object of the railroads—the giving of adequate service.

Mr. Markham is authority for the estimate that every shortage in railway transportation, such as the country is now going through, costs the public a billion dollars.

Now the shortage is not due to lack of shipments, whatever complaint may be made about rates. Nor is it due, at the present moment, to lack of workers, however loud the outcry on the score of wages. The recent strike hurt; the railroads suffered; but the fact is to be noted that the issue most obstinately fought for by the workers was the right to get back the jobs they had abandoned. They wanted higher wages, but, higher or not, they wanted their jobs.

If shippers could find cheaper and better means of transportation they would not hesitate to use it. If workers could get more remunerative jobs, they would have

no compunction about taking them. And none could blame them.

Investors, however, for a considerable time now have been able easily to discover more attractive opportunities for their money than the railroads offer, and they have been doing just what shippers and workers would do—going where they can get bigger values with at least equal security. And you cannot blame them.

But that is the cause of your shortage. That is why the railroads are unable to give the service a returning prosperity demands. Nor can they make the needed extensions and improvements, the needed increase in locomotive and carrying stock, until they are able to tempt the investors back by the assurance of their earnings. Plainly put, the often despised investor is the key to the situation. You may have an antipathy to him, but you cannot get along without him.

There are two widespread misconceptions which Mr. Markham countered in his address. They have been sedulously cultivated, and their presence in the minds of many people is the occasion for much wrong-headed thinking on the railway problem.

First is the frequently reiterated assertion that the railroads are trying to collect on watered stock, on non-existent values. To this Mr. Markham answers that the machinery set up by the Interstate Commerce Commission for the purpose of getting a value upon the railroads, after years of work, and after eliminating from consideration stocks, bonds, earning capacity and good will, reached in 1920 the tentative estimate, for rate-making purposes, of a total valuation of \$18,900,000,000, or nearly \$2,000,000,000 more than the aggregate net capitalization of all the railroads outstanding in the hands of the public at the close of 1919.

The second misconception is that the government, through the transportation act, guaranteed the railroads earnings of 6 per cent. This is a ludicrously distorted version of what the act provides. The government did little more than guarantee the right of the roads to earn as much as 6 per cent, with instructions to the Interstate Commerce Commission to attempt to fix rates which would make this possible. But the effort of the commission to meet these instructions failed. As a matter of fact, the railroads have earned, in two years of operation under the act, little better than half of 6 per cent.

As we have said, it is time to consider the investor. The public must be educated to an understanding of his importance in the development of transportation service.

He must be coaxed back to the railroads—not for his sake, but for the sake of the 115,000,000 people whose prosperity depends upon the efficient functioning of transportation.—Louisville (Ky.) *Herald*.

WILD STATEMENTS

According to a leading railway executive, no fewer than 135 bills have been introduced in Congress by members who would like to enact new transportation legislation or amend the present transportation laws. One wonders how many of these bills are based on knowledge of the facts bearing on railway service or railway finance.

The first and obvious condition of intelligent railway legislation is knowledge of existing conditions. S. M. Felton, as chairman of the western railway presidents' committee on public relations, has just refuted assertions made recently by Senator-elect Shipstead of Minnesota, a leading figure in the farmer-labor movement. Mr. Shipstead may or may not favor government ownership and operation of railroads, though his supporters advocate the Plumb plan, so called. Still, his theories should have some relation to facts.

Mr. Shipstead categorically asserted, for instance, that labor costs had been reduced in the sphere of transportation in the last twenty years; that trains now carried ten times as much freight on the average as they did in 1901, and that prices paid farmers for sheep did not cover the freight charges. Mr. Felton gives facts and figures which disprove each of these statements.

Twice as much freight is now hauled by the average train, not ten times as much, as was hauled twenty years ago; labor costs have increased, not decreased; the freight rate on a carload of sheep ranges from 2 to 8 per cent of the selling price at central markets like St. Paul and Chicago, and at no time has it absorbed the entire selling price.

Would-be reformers of railway conditions should begin by making sure of their facts.—Chicago (Ill.) *Daily News*.

A STRANGE ATTITUDE

Of all the public service corporations, the railroads are perhaps most useful to all of us. I believe they are fairest to the public, and pay their men the highest average wages. They charge lower rates than similar corporations in other countries, and give better service. Yet every man's hand seems to be against them.

I know a man who was a failure at everything he undertook until he entered the railway service. There he had light work, short hours, high pay, and prospered as

never before. When he was ill, the company took care of him, and favored him in many other ways. He went on strike last summer without good excuse, and lately I saw him working at a hard, temporary job at one-third the pay received from the railway company. He confessed to me that he had voted for the strike, and that his home, which he had been able to buy while in railway employ, was for sale at a sacrifice, to pay his living expenses. It is a curious, dangerous situation. This man is really a good fellow, but he has tremendous enmity toward the company that helped him more than he was ever helped by any other agency. He has a wife, children, yet he hates the best friend he ever had with a viciousness I am unable to understand. If he could, he would blow it off the earth, and burn and shoot.

And remember this man is a good fellow; pretty fair type of American. I have heard him talk about his wrongs in a manner that would disgrace a lunatic. He is safe and sane among his neighbors, but with his employer he has neither honor, truthfulness, intelligence or gratitude.

And we are all, alas, more or less like him.—E. W. Howe's *Monthly* (Atchison, Kan.).

THE WHY OF 6 PER CENT

"I cannot see," writes Dr. David Starr Jordan, discussing the industrial situation, "why railway stockholders are entitled to 6 per cent dividends when agriculture, the basis of prosperity, pays no dividends."

Doctor Jordan is right. The railway stockholders have no divine right to any particular interest rate. They take what they can get. Sometimes, as was recently impressively illustrated in the case of the Alton, they don't get anything.

But a practical consideration enters in. If people do not expect a fair return on their investment, they won't lend their money. Railroads are constantly needing more money for improvements and extensions. The only way for them to get it is to pay returns approximating those paid by other similar investments.

If a 5 per cent dividend rate in the long run will attract enough money for investment in railroads, the railroads probably will get along with that. If 6 per cent is necessary, they will have to be permitted to earn 6 per cent, or the transportation industry will stagnate.

It isn't a matter of what the stockholders are "entitled" to. It is a matter of what rate will produce the results the nation demands.—Kansas City (Mo.) *Star*.

Waste of Life and Limb

Under this caption the following editorial was published in the December, 1922, issue of The Railroad Trainman, official publication of the Brotherhood of Railroad Trainmen.

A study of the assessment notices in the past few issues of this publication will convince the reader that there is too much unnecessary loss of life and limb.

The first time one of our folks gets the notion that he has too many arms and legs, let him take the matter up with one of his friends who hasn't enough to go 'round and get some expert advice on the subject, for, believe it or not, a leg or an arm once lost is never regained; and, while hopping through the world on one leg or trying to cut bully beef with one arm may be an accomplishment, there are things more devoutly to be wished. It is bad enough when a limb has to be sacrificed, but when it is deliberately thrown away, that is another matter altogether; and, as the consequences do not stop with the owner of the lost limb, it is only fair and reasonable that those who have to share the burden of the loss be given some consideration, even if the party of the first part gives himself none at all.

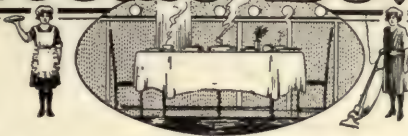
Ask any one of the afflicted what he thought about when he was caught. He'll tell you right off the bat. It will be: "How am I going to make a living for my wife and the kids?" There are bitter moments right then, but they won't bring back the crushed and bleeding limb; the time for regrets has passed, and the day of atonement brings nothing more comforting than, "It might have been saved if I had taken time instead of my feet to make that coupling," which lament doesn't mean much.

If a man will not think for his own safety, then he should be made to remember those dependent upon him. "Made to think" is said advisedly, for when a man becomes so callous to his own welfare that he will jeopardize that of his fellow workmen (and every accident does that more or less) he should not be allowed to work with men who do not believe they have more arms, legs or lives than they need. Don't take a chance of any kind; snow and ice make service conditions worse than usual. Therefore, be extra careful; and even if you delay an operation it will not use up one-tenth as much time as it will to gather you up from under the cars or carry you to a hospital, and in addition you will have your life, legs and arms.

"Safety First," Old-Timer—also Young-Timer.

The Home Division

Edited by



Nan Carter

TURNING THE HOUR GLASS

By C. J. WALKER,

Supervising Agent, Indiana Division

On the first day of the year I always say "Happy New Year" to all my friends. Everybody does, but today I said, "Happy New Year, Billy," and then I chuckled at the humor of it. But almost as soon as the smile came over me, I grew sober, smilingly sober, as a man will at times when he looks back over the twenty or thirty or forty years that belong to him. It's always Happy New Year each January 1, and then one forgets, until something happens to halt for the moment one's future thinking and captures one's memory.

Two weeks ago Billy, my rising young nephew, took dinner with me at a little south-down hotel. While I ate (I like good fried chicken) we thought profoundly on profound things. Billy talked of love—talked vehemently and with the valor and logic of a Caesar contemplating a Rubicon.

"I want her," he said hotly, unaware of the fried chicken. "She wrote me that Jerry wouldn't take 'No' for an answer—"

"Now keep your coat on," said I. "Aren't you going to Johns Hopkins next fall?"

Ambition I considered the most efficacious of opening wedges. Billy is 25, has been out of the University of Illinois two years, and up to this night he had been an example of a manly seeker after success.

"—and Jerry, the old money-bags, doesn't love her, nor she him," continued Billy with fine continuity of thought and utter disregard of me. I perceived I had waved my red cloak at a blind bull.

"It's all a confounded jumble," continued Billy. "She thinks it's Fate. But I don't believe in Fate—that is, sometimes." This isn't Billy's first heart affair.

Billy, I have said, is no fool, and when he admitted as much about fate, I judged his sight was not entirely eclipsed. Again I played my trump.

"But how about Johns Hopkins?" said I, seriously. (I love the boy.) "How about your medical career? It's only a single man who can follow a career. Take it from one who knows, lad, when a man and

a woman become one, it is usually a matter of the half becoming the whole. That fact is as old as history. Look at Macbeth or Rip Van Winkle or Charlie Chaplin!" But Billy knows his literature and values it—as literature. This was a case for brass tacks, and he proceeded to get down to them.

"Those examples of yours," he said, with a grin, "are of the stuff that dreams and the Chicago press are made on. Let's bury the past for the present. How about yourself? Even if your proofs did discover the fact, I dare say they were happy, nevertheless."

When Billy does say anything it means he is fully convinced. Well, my tinselled logic lost all its glamour before his questioning forefinger. I perceived the bull had regained his sight. I threw away my red cloak and climbed out the arena. When a young man begins to talk like that I figure that there is but one thing for him to do, and that is for him to go get himself his happiness. I hauled down my colors.

"I'm going to see her during the Christmas holidays," concluded Billy, firmly, "and if all goes well, I'll wire you."

Today I received a telegram from Billy. "Happy is the word," it read in French. "I will return Monday noon."

Monday is today, and so it was today I said, "Happy New Year, Billy," and chuckled at the humor of it, and afterward grew sober, as a man will when he is reminded of the twenty or thirty or forty happy years that belong to him. We are all Billys under the skin.

Tested Recipes

CRACKER CAKE.—4 eggs, 1 cup cracker crumbs, 1 cup sugar, 1 cup walnuts, 1 cup raisins, 1 teaspoon baking powder. Mix well and place in buttered pan. Bake forty minutes.—MISS ANNE ROSE SWEENEY, *Kentucky division editor*.

APPLE FRITTERS.—Wash, core and slice two large apples. Dip each piece into a batter made of 2 cups of sifted flour, 4 teaspoonfuls baking powder, 4 level tablespoonfuls sugar, 1 teaspoonful cinnamon, $\frac{1}{2}$ teaspoonful salt, 2 eggs, 1 cup of sweet milk. Fry in hot lard until brown on both sides. Sprinkle with sugar. In preparing batter, sift the dry ingredients and

gradually add the beaten eggs and milk.—MISS FRANCES P. OTKEN, *secretary to chief clerk, superintendent's office, McComb, Miss.*

DATE PUDDING.—1 cup sugar, 2 eggs, well beaten, 1½ rounded tablespoons flour, 2 tablespoons milk, 1 teaspoon baking powder, 1 pound dates (cut up), 1 cup nut meats. Bake in oven in double boiler or well buttered pudding pan in water for one hour. Serve with whipped cream.—MISS CORA BURCH, *clerk, superintendent's office, Mattoon, Ill.*

COLONIAL FRUIT CAKE.—1 lb. butter, 1 lb. sugar (brown preferred), 10 eggs, 1 lb. dates, 1 lb. figs, ¼ lb. glace cherries, 2 lbs. raisins, 1 lb. citron, ¼ lb. each lemon and orange peel, candied, ½ lb. shelled and blanched almonds, 1 cup hickory nuts, 1 cup walnuts, 1 cup black coffee, 1 cup Orleans molasses, 3 cups flour, 2 teaspoons baking powder, ½ teaspoon soda in warm molasses. Prepare fruit by cleaning and cutting into bits with knife or putting through food chopper; mix with the nuts and cover with one cup of the flour; cream the butter and sugar; add the liquid, which should be heated and mixed with the soda; add the two remaining cups of flour and then the eggs, which have been beaten separately. Pour into two large cake pans, with a double lining of greased paper, and bake 1½ hours in a slow oven. This cake is ruined if it is allowed to scorch the least bit so great care should be taken not to have the oven too hot. It is a good plan to put the cake into a cold oven, lighting the gas just before putting it in. (This amount will fill two cake pans three inches deep, size about 8 by 12.)—MRS. ZELLA MACNAIR ROSE, *clerk, superintendent's office, Mattoon, Ill.*

MARGARET'S DRESSING FOR SLAW.—Put ½ cup vinegar into a saucepan and place on fire; let come to a boil, then stir in 2 tablespoons melted butter, 2 tablespoons sugar, 2 eggs slightly beaten, pepper and salt to taste, ½ teaspoon mustard, and 2 tablespoons milk or cream. Cook until the mixture coats a spoon. When cold, pour over chopped cabbage.

Smart Sayings of Our Babies

Our readers are requested to send in the smart sayings of our babies so that we may print them. Address EDITOR, HOME DIVISION.

Little Martha Merle, daughter of Instrumentman Harvey Wright, Indiana division, had reached Florida after a long trip from Mattoon, Ill. A great portion of the ride was spent out on the observation platform. Martha Merle had not ridden in the obser-

vation car before, and she was all enthusiasm, exclaiming to her grandmother, who met her: "Grandma, we rode most all the way on the back porch of the train!"

Little Mary Jeannette Courtney, 6-year-old sister of Parker Courtney, clerk to the supervisor of bridges and buildings, Indiana division, was eating lunch with her brother one day recently, and her brother, feeling that her table manners could be improved upon, attempted to criticize her, saying: "Mary J., I didn't act like that when I was little."

Mary J. replied: "You waited till you grewed up, didn't you, Parker?"

Steve Lynch, Jr., 2½ years old, making lots of noise. Grandmother knocks on wall. Grandfather inquires of Steve, "What is that?" Steve says, "I don't know, Granddaddy, you go and see while I get under the table"—and under the table Steve goes.—TOM TREANOR, *division editor, New Orleans division.*

OUR BABIES

No. 1 is Louis Eugene, 1 year old, son of Roundhouse Foreman L. Fideler, Fort Dodge, Iowa.

No. 2 shows Eva Mae, 9 years old; Annie Laura, 12; Mertice Elizabeth, 3, and Howard Green, 7, children of H. H. Howell, agent, Estill, Miss.

No. 3 is Oatis Allen, Jr., 2 years old, son of O. A. Groves, clerk in freight office, Clarksdale, Miss.

No. 4 is Douglas Bernhardt, 4½ years old, son of B. Berckes, claim department, local office, New Orleans, La.

No. 5 is Forrest Marion, son of M. S. Harrison, manager of news stand in Grand Central Station, Memphis. Mr. Harrison was formerly a dining car conductor.

No. 6 is Dane, 2 years 4 months old, son of C. D. Lovelace, car man, Fulton shops.

No. 7 is Lloyd, 3 years old, son of Brakeman O. C. Wilbur, Mattoon, Ill.

No. 8 is Lloyd B., Jr., 3½ years old, son of Lloyd B. Price, machinist, McComb, Miss.

No. 9 is Charles Albert, 2½ years old, son of R. A. Hale, brakeman, East St. Louis, Ill.

No. 10 is R. P., 4 years 9 months old, son of S. B. Swire, assistant chief clerk, Baton Rouge, La.

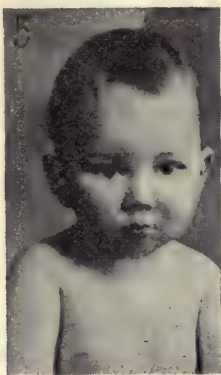
No. 11 is John Crawford, 2½ years old, son of W. J. Swisher, assistant engineer, bridge department, Chicago.

No. 12 is Kenneth, 5 months old, son of B. E. Breitzke, clerk, office of engineer maintenance of way, Chicago.

No. 13 shows Leonard, 6 years old, and Harold, 7 years old, sons of Robert Oliver, car repairer, Indianapolis, Ind.

No. 14 is Bernard J., 4 years old, son of J. A. Ripberger, car foreman, Wallace Yard, Freeport, Ill.

No. 15 is Jean Loretta, 8 months old, daughter of Pullman Conductor and Mrs. J. H. Frink, 828 East 89th Street, Chicago, and granddaughter of Stewart Gilkinson, retired Illinois Central locomotive engineer. Mrs. Frink was Miss Janet Gilkinson and worked several years in the B. & B. department at Chicago,



leaving the service about two years ago when secretary to F. R. Judd, engineer of buildings. Mr. Gilkinson, who was retired April 8, 1916, after thirty years of service, is a native of Scotland and began railroading in 1872 with the Caledonian Railway at Glasgow. He came to the United States in 1881.

No. 16 shows Mackaleetus Jeneline, 8 months old, and Francis Boyd, 2 years old, daughter and son of J. Donahue, section foreman, Onawa, Iowa.

No. 17 is Evelyn, 1 year old, daughter of C. A. Randall, clerk, Birmingham, Ala.

No. 18 is Virginia Frances, 6 months old, daughter of F. M. Cook, valuation accountant, McComb, Miss.

No. 19 is Nellie Bell, 3½ years old, daughter of Dispatcher W. O. Blair, Baton Rouge, La.

No. 20 is Anna Wilhelmina ("Billie"), 4 years 3 months old, seventh daughter of Car Foreman W. T. Clanton, Cairo, Ill.

No. 21 is Dolores, 5 years old, daughter of A. J. Shedelbower, stockkeeper, Indianapolis, Ind., storehouse.

No. 22 is Ethel Inez, 10 months old, daughter of E. S. Warren, operator, Nashua, Iowa.

No. 23 is Rosemary, 19 months old, daughter of Brakeman J. W. Wickham, Minnesota division.

No. 24 is Patricia, 14 months old, daughter of Fireman G. R. Burns, Wisconsin division.

No. 25 is Stella Elizabeth, 32 months old, daughter of Car Foreman M. Wilson, Paducah, Ky.

No. 26 shows James, 9 years old, and Margery, children of F. R. Williamson, fireman, Water Valley, Miss.

No. 27 shows Orville, 9 years old; Donald, 4, and Verona, 2, children of Car Foreman T. Demond, Cherokee, Iowa.

The Sweetest Thing on Earth

These are the sweetest things on earth;
A mother's kiss, a baby's mirth;
A daughter's love, a father's praise;
The song of birds of summer days;
The joyous laugh of a happy boy;
A maiden's happiness without alloy;
The light of love in lover's eyes;
Age that can be young as well as wise;
An honest hand, a loyal friend;
A heart that is kind unto the end;
Eyes that can smile though they may weep,
Faith as trusting as a child asleep;
A life with right in true accord;
A gift that looks for no reward;
A rose that hides not a thorn;
A soul devoid of greed or scorn;
Lips that can praise a rival's worth;
These are the sweetest things of earth.

—GERTRUDE M. BUSH.

Very Near an Adventure

Miss Myrtle Biersoll, superintendent's stenographer, New Orleans terminal, is an outdoor girl, and her diary contains many interesting items about various events encountered out of doors. From her diary we quote the following concerning an occurrence at Natalbany, La., January 7:

"I suddenly took a desire to remain at home with the kids while the rest of the family went to Hammond to meet No. 2. Started in telling funny stories to the children and solving puzzles left by St. Nick.



Miss Myrtle Biersoll

After a time Joeray, who had gone to Natalbany on horseback, rushed in with the startling news that an insane negro woman had stabbed a man in the heart, escaped, and was hiding in the woods in our vicinity. I don't know whether it was fright or sheer excitement that prompted me to grab the gun—away out in the sticks, no neighbors for miles around, not a man in the house—a wild woman at large—the kids were so scared they lay on the bed and finally fell asleep—then

silence reigned until it poured—for two hours one of the boys and I sat with guns cocked.

"All at once a noise—my friends' return. Disappointment. Erroneous information given. The woman had taken the opposite direction."

Don'ts for Fat Women

(By a plump and pretty correspondent)

Don't wear tight clothes. Loose dresses with long, straight lines are very good.

Don't wear loud colors, checks or stripes. Narrow pin stripes running "up and down" are very effective, in dark materials.

Don't wear satin. The changing lights and reflections on satin tend to make you appear larger.

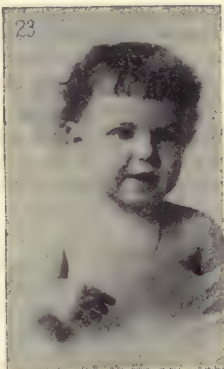
Don't wear a lot of ruffles and furbelows. Plain things are much more becoming to large women.

Don't be undignified. A small person can hop around and look perfectly all right, but a large person—well, imagine an elephant trying to perform the antics of a French poodle!

Don't bedeck yourself with a lot of jewels and hair ornaments.

Don't dress your hair elaborately. Study the arrangement that is most becoming and that makes your face look slender, and comb your hair that way.

There is a principle which is a bar against all information, which is proof against all argument, and which cannot fail to keep a man in everlasting ignorance. That principle is condemnation before investigation.—HERBERT SPENCER.



Maintenance
of Way
Department

Material Means Money

Save It

Rope

A little care means a safe rope; an unsafe rope, a lot of care.

—Poor Richard III.

During 1922 the Illinois Central purchased 55,244 pounds of rope at a cost of \$9,931.43. These figures cover the purchase of half-inch rope and larger only, and do not include bell cord and rope smaller than half-inch.

The total rope purchased, if braided into a half-inch line, would make a rope nearly fourteen miles long, yet there is probably no article carried in the outfit of a railroad construction or maintenance crew that suffers more neglect and abuse than rope. It is only fair to add that this condition is more often due to a lack of knowledge of rope than to willful neglect.

The average employe does not always realize how easily a rope may be damaged even by dragging it along the ground, as this not only causes wear on the rope but

also picks up sand and grit, which are embedded in the rope and which weaken it by cutting and wearing the fibers. It is, of course, difficult to avoid dragging rope on the ground occasionally, but it should be avoided as much as possible.

Internal wear of rope not only is caused by grit and sand but is often due to bending the rope over too small a pulley or over sharp corners with a heavy load. This causes the fibers to break up in the center and also has a tendency to break the fibers on the outer side of the rope, while a really sharp corner will also cut those on the inner side. Rope under heavy tension may be quickly damaged to the breaking point by abrasion either from rubbing against another rope or against a beam or timber.

Rope, like anything else, wears out; but rope does not give out all at once, and its usefulness and length of service can be extended by proper care, not only when it is in use but also when it is not in use or when stored away. If rope is left out at night, it should be covered as much as possible to protect it from the weather.

Rope should always be stored in a dry place and away from steam pipes or radiators. It should not be allowed to come in contact with acids and oils. Wet rope will rot if stored in a close unventilated storeroom. Therefore the best practice is to dry it thoroughly before storing.

Slings and small ropes should be hung up in a dry place, while large ropes should be coiled on planks or gratings raised slightly above the floor.

A CONSTRUCTIVE HABIT

I have for many years been pretty well convinced that saving money is largely a matter of habit, and people who make a good beginning at it presently discover that it is by no means impossible, and that it is altogether a good thing to do. Just at this juncture in the world's and our country's affairs it is certainly one of the most useful contributions that people could possibly make to putting the world right.—PRESIDENT HARDING.



Rope—and worth saving

For Buddy and Sis

Let's Name That Dog

DEAR BOYS AND GIRLS:

Of course we were all glad to welcome Buddy to our page last month, and we want him to stay with us. Somebody, perhaps St. Valentine, has sent Buddy a dog, and now Buddy is the happiest boy in the world. But he doesn't know what name to give to his 4-legged companion, and he has asked Aunt Nancie for assistance. I think it would be fine if our boys and girls would suggest a name. We will print a list of the names suggested and also the one selected. Buddy has promised to present the boy or girl suggesting the best name with an interesting book. Address your letters to me in care of the Magazine.

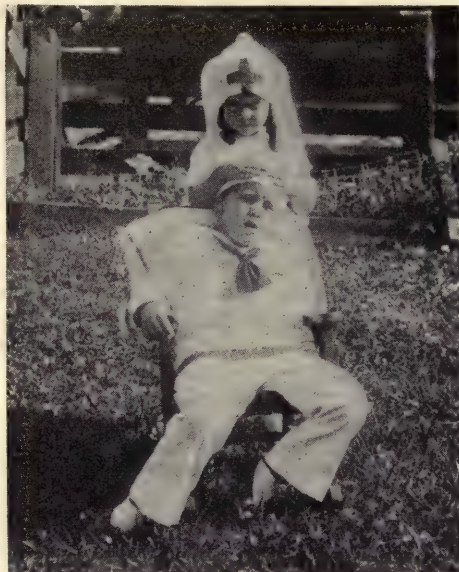
With love,

AUNT NANCIE.

Mississippi Towns

Here are twelve towns on our line in Mississippi. The correct answers will appear in the March issue. See how many you can guess correctly.

1. A tree or shrub in demand at Christmas and an elastic body used in mechanisms.
2. A liquid necessary to life and a depression.
3. Where the sun sets and something that a hunting dog does.
4. A president of the United States.
5. A natural stream of water and a refuge.
6. The seventh letter of the alphabet plus the aim of one who runs a race.
7. A southern flower.
8. To scorch and a human being.
9. To cast anchor and an important part of the body.



Mildred Robie, 5 years old, daughter of Section Foreman D. L. Sain, Obion, Tenn., and Sammie Vaught, Jr., her playmate.

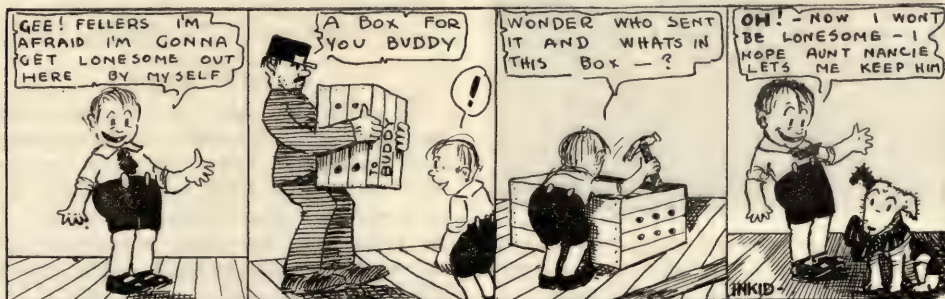
10. A famous queen of England.
11. The kind of stone that gathers no moss and something found on every dinner table.
12. A beautiful and sweet-smelling flower and a low place between hills.

St. Valentine's Day

I am just going to remind our boys and girls that on the 14th of this month we commemorate the memory of Father Valentine, an old priest who has lived in the hearts of the people for his kindness and

BUDDY—And Now We Have to Name Him

By INKID



good deeds since the year A. D. 270. The lessons of friendship, unselfishness, and loving good will which he taught by living precept have endeared him to all through the passing centuries. In his early life he visited the sick and the poor, leaving food on their doorsteps. When he became too old to go about he would write loving messages to his dear people. On February 14, 270, he was put to death, and on this anniversary each year we send loving messages to our friends and resolve to follow in his footsteps of charity and humility—URSULA M. MAHONEY, *Fort Dodge, Iowa.*

Answers to January Puzzle

Nuts to Crack: 1, Almond. 2, Butter-nut. 3, Walnut. 4, Cocoanut. 5, Hazelnut. 6, Chestnut. 7, Beechnut. 8, Brazilnut. 9, Pignut. 10, Hickory nut. 11, Peanut.

Wins Juvenile Automobile

The Trover Shoe Company of Mattoon, Ill., for the last several weeks has been giving numbered tickets with purchases of shoes, the one holding the lucky number to be given an up-to-date juvenile Packard automobile, which has been shown in the window of the shoe company and has been coveted by every youngster in Mattoon for many days. When No. 23 was called as the lucky number, Madonna Walters, 9-year-old daughter of Division Storekeeper A. E. Walters, Mattoon, became the proud



Madonna Walters and her motor car

possessor of the little car, and herewith is shown Miss Madonna in her new Packard.

SOME DAY WE MAY—

Transmit unlimited power by radio much as speech is broadcasted today. Pick this energy up anywhere to do the world's work.

Utilize the tremendous energy of the sun in the arid regions to drive the wheels of industry in far-off lands.

Extract unbelievable amounts of energy from the radioactive substances of the earth—energy millions of times greater than our present comprehension.

Achieve the scientists' dream of "cold light" and make electric light or some form of it universal and electricity as cheap as water.

Develop new sources of fuel, such as monster, rapidly growing plants which store more energy in a few days than trees do now in seventy-five years. Use this to help replace our diminishing supplies of coal, oil and gas.

Supply energy through a national and international system of interconnected generating plants from power distribution lines similar to a network of railway tracks.—BREWSTER S. BEACH in an interview with DOCTOR STEINMETZ in *The Nation's Business*.

HARD WORKERS

So many men take pride in being called hard workers. I prefer to be called an easy worker. I know some hard workers who accomplish little, and I know some easy workers who accomplish much. Let us judge men by their accomplishments, not by the way they work.—Tom Drieve's *Anvil*.



John Taylor Reynolds, grandson of J. V. Fitch, conductor on Indiana division, Mattoon, Ill., and his first birthday cake.

What Patrons Say of Our Service

Likes Our Card and Our Service

F. A. Anderson, manager of the Gloster Lumber Company, Gloster, Miss., recently wrote as follows to President C. H. Markham:

"We are in receipt of a little Christmas card which your railroad sent out this year.

"We wish to take this opportunity to thank you for this card and also thank you for the spirit in which it was sent.

"We are glad to state that we believe that we are on the best-managed and best-operated railroad in the United States, barring none. We believe that the employees are more considerate, careful and handle their business in a more courteous manner than on any railroad which we have ever used. During the past year of a great shortage of cars, we have been taken care of wonderfully, and we wish to take this opportunity to thank you for this great achievement and say that we think a great deal of it comes from your magnificent management and forethought."

How Success Is to Be Won

There are really three letters belonging in this set, the second and third being inspired by the one just below, recently written to Agent C. C. Kunz of Evansville, Ind., by W. P. Wood, secretary-treasurer of the Best Brick Company, Evansville:

"I am writing you merely to express my appreciation of the really remarkable service furnished by your rate clerk, Mr. Walling, on a long list of Illinois shipping points. The getting out of these rates necessitated several hours of night work on his part, and he was so cheerful and prompt in supplying this that it is a real pleasure for me to express to you, his superior officer, my appreciation of his services in this matter.

"At this same time I want to state my appreciation of the services throughout the year rendered us by Mr. Walling and also Mr. Ogle of your Main Street yard. Courtesy and efficiency are usually not an exception with the employees of the Illinois Central Railroad, but in our shipping relation we come in contact with these two young men a little oftener than anyone else, and the services they have rendered us have been good indeed."

Agent Kunz then wrote to Superintendent H. J. Roth at Mattoon, Ill., as follows:

"I am enclosing a copy of a letter from

Mr. W. P. Wood, secretary and treasurer of the Best Brick Company, this city, expressing his appreciation of service rendered by Rate Clerk Walling and Yard Clerk Ogle in the handling of their business.

"This letter, while mentioning but two members of the force, is merely a reflection of the splendid spirit of co-operation instilled in every clerk on the force.

"While 1922 has been a banner year with us at Evansville, we expect to increase our batting average for 1923 and are going into the opening month of the new year with a team of employees determined to win."

Mr. Roth replied to Mr. Kunz as follows:

"I was very glad to receive your letter inclosing one from the Best Brick Company, wherein they compliment Mr. Walling and also Mr. Ogle. I cannot help but notice where they say: 'No doubt Mr. Walling had to work nights on his own time to render some of the service that he did.'

"This reminds me of an article I have just noticed in a little magazine entitled *The Silent Partner*. The editor says:

"'Have you any record of a man who has made a success between the hours of 9 a. m. and 5 p. m.?'"

"'Do you know of anyone who has even risen beyond a small salary who has only given office hours to work?'"

"I believe these boys are on the right track."

Our On-Time Service Appreciated

The following report is from Mack Mahoney, conductor on the Yazoo & Mississippi Valley Railroad of the Illinois Central System.

It happened that I was a passenger not long since on a train of one of our neighboring railroads, and the early morning hours found me with several other passengers in the smoker of the Pullman car. Our train was something like an hour and a half late, and, as we were nearing a prominent railway center, it became clear that several of our fellow passengers were going to miss connections and would be doomed to lie over for several hours or perhaps most of the day.

An atmosphere of discontent and disappointment was evident everywhere, and finally one of our traveling companions broke forth with: "Well, it serves me

right. I should have taken the Illinois Central, though it would have been a circuitous route to my destination. Still, I would have known when I was going to reach there—and now?”

Another gentleman joined in saying that he always took the Illinois Central when that road took him anywhere near to his destination, as he found the service so dependable. Thanking the gentlemen for their complimentary remarks about the road I have the pleasure to be serving, I presented all with our Christmas greeting cards, and from them received hearty congratulations for being with a road so well and favorably known for its efficiency, courtesy and service.

So, unquestionably the public is fully aware and is giving us much credit for the high standard we have attained.

We partners (“money and men,” as our good president, Mr. Markham, has rightly named us) believe we are fully entitled to the good things that are being said about us, for have we not the best managed railroad in the country, are not our officials the fairest in their dealings toward the men, and where will one go to find a more loyal class of employes than on the Illinois Central and Yazoo & Mississippi Valley railroads? Our combination consisting of such partners, with our motto, “Faith and keep together,” there can be no other verdict broadcasted than the one herein mentioned—the Illinois Central System for service, efficiency and courtesy.

Likes the Illinois Central Spirit

Paul M. Willhoite of Wall Lake, Iowa, started the new year well by writing to President C. H. Markham on January 5 as follows:

“I have read your statements which appear in the various papers in this territory from time to time and am taking advantage of the invitation with which you conclude each article to wedge in. It has been not only my privilege but my good fortune to have lived near an Illinois Central line practically all my life, and there are many things that are distinctive Illinois Central traits that appeal to me.

“I became quite well acquainted with the engineers who made the survey and built the Fort Dodge and Omaha line. I have been a patron of the line since its completion and am not looking for a chance to criticize or kick. On the other hand, I feel that I have been fortunate to have had such a system, with its splendid facilities, to handle my shipments.

“My business, being that of a cattle

feeder, has brought me in contact with various branches of your system, agents, brakemen, conductors, yardmasters, switchmen, claim agents, car distributors, etc., and I am frank to say that I have received courteous and efficient service. During the strike the past summer I rode one of your freight trains into Council Bluffs with a string of cattle. It was a very stormy night—raining continuously. When we arrived in the yards, the conductor, Mr. Schaffer, gave me an umbrella and told me to go with him, as there were guards who might cause me more or less delay. It was also dangerous on account of the trackage and traffic. When we finally reached the depot, pretty well drenched, I asked him why it was that one heard so little complaint and kicking among Illinois Central men, and his answer came immediately: ‘We are one big family, and most of us are trying to make that family the best there is.’

“I appreciate the things these men do for my safety and comfort and am glad that I am privileged to be served by a system which serves so well.”

A New Pleasure to an Old Friend

H. B. Ely, of “The Matthews,” Sanibel, Fla. (office, 108 North State Street, Chicago), recently wrote as follows to President C. H. Markham:

“I have been a loyal friend of the Illinois Central for many years, going over its lines on business and pleasure so frequently in years gone by that I once told the late Mr. Harahan: ‘I could place the board for best kept division or section.’

“We came south for the winter on the new No. 41 that left Chicago Saturday, December 16, and I particularly want to compliment the road for the service on this new train, the Floridan. And especially do I wish to call your attention to the exceptionally good work for the company in the manner in which the dining car conductor drew attention to the superior service in that direction, by his courtesy and general ability to satisfy and please the passengers.”

Courtesy in Freight Relations

The employes of the Illinois Central at Waterloo, Iowa, were very kindly remembered at Christmas time by the Waterloo patrons of the Illinois Central, both in “eatable” and “smokable” treats and in expressions of appreciation for services rendered by the local organization. The following letter was received by the freight office employes from the Smith, Lichty & Hillman Company, wholesale grocers:

“We are taking this opportunity at this

happy Christmas time of remembering you in a humble way for the many services which you have rendered us during the past year.

"We want to assure you of the pleasure that it has afforded us during the year to know that you were striving to do your duty by your company as well as its patrons.

"We wish to bespeak for you a very Merry Christmas and a Happy New Year, and hope that the very friendly relations that have existed between you and us will continue unbroken."

Pleased With Service and Civility

President C. H. Markham recently received the following letter from James U. Sammis, Jr., Box 1777, El Dorado, Ark.:

"I have had the pleasure of being a passenger, as far as Memphis, Tenn., on your train that left Chicago at 6:15 p. m., January 11.

"Allow me to express my appreciation for the excellent service rendered.

"Everyone connected with your organization, from the city ticket office down to the dining car waiters, seemed to have but one thought and that was to *please* and be *civil*. Despite the fact that the train was a heavy one and that two engines were used, the starting and stopping were devoid of the usual bumping and jerking that is so evident on most roads.

"I will look forward with keen delight to the time when I can again avail myself of the use of the Illinois Central."

Appreciated Courtesy of Waiter

Mrs. A. W. Wagner of 615 West Prairie Avenue, Decatur, Ill., wrote as follows to President C. H. Markham after noting the service of Waiter George Duckett on our Daylight Special en route from St. Louis to Chicago December 16:

"If your roadbed were a little better, it would not be so difficult for me to write (nor for you to read) of the courteous treatment we have received today from waiter No. 2 on your diner. It is very evident that 'Courtesy First' is his motto. Any time I have a choice of roads to a destination, I shall choose the Illinois Central because of the politeness of its employees.

"I thank you."

Liked Our Christmas Cards

Superintendent C. W. Shaw of the Springfield division wrote to the magazine December 26 as follows:

"I am attaching herewith one of our Christmas cards. Your attention is directed

to what appears on the reverse side, reading: 'We gratefully return the good wishes on the reverse side of this card, and wish to compliment you and the Illinois Central Railroad Company for the arrangements made to accommodate the traveling public, at this congested traffic time of year, this being the only train on our entire trip where the patrons were properly taken care of, especially for enough room and proper heating and ventilation and the courteous and efficient treatment of the crew. (Signed) Mr. and Mrs. C. E. Henderson, Peoria, Ill.'

"Mr. and Mrs. Henderson were en route from Decatur to Pana on December 24, using train No. 123, Conductor Stewart. They were handed one of our little Christmas cards, and it was given back to Conductor Stewart as they were leaving the train at Pana.

"In this connection, I might add that we have received numerous favorable comments on the attitude of our management in rendering the season's greetings in the manner it did."

Christmas Greeting Found Favor

The following letter was recently received from Martin L. Pieper, chairman of the traffic commissioners of Springfield, Ill., addressed to Supervising Agent Fred W. Platé of the Springfield division:

"On turning to the editorial page of the *Illinois State Journal* on the morning of December 30, my eyes fell on the lines: 'Doing Small Things Well; I. C. Christmas Card an Illustration.'

"At the time I had not seen the card in question, but it came into my possession a few days later, and I fully agree with the writer that it deserves particular mention. He calls attention to the efforts of the Illinois Central System to establish friendship between itself and its patrons and to bring this about by means of attention to 'small things' (which are, after all, the things that count). He also mentions the 'good taste' of the greeting. All patrons, present and future, will agree that taste, like service, is a by-word of the Illinois Central System and is carried out to the letter.

"The simple, heart-to-heart greeting of Mr. Markham, president of the Illinois Central System, surely 'touched the spot.'"

It is friction that wears out the machinery, not work. The same is true of us—worry, discontent and grouching are the frictions that wear out men. Interest, helpfulness and cheerfulness are our best lubricants. Oil up.—*The Night Watchman*.

HOUSE PLANS FOR OUR READERS

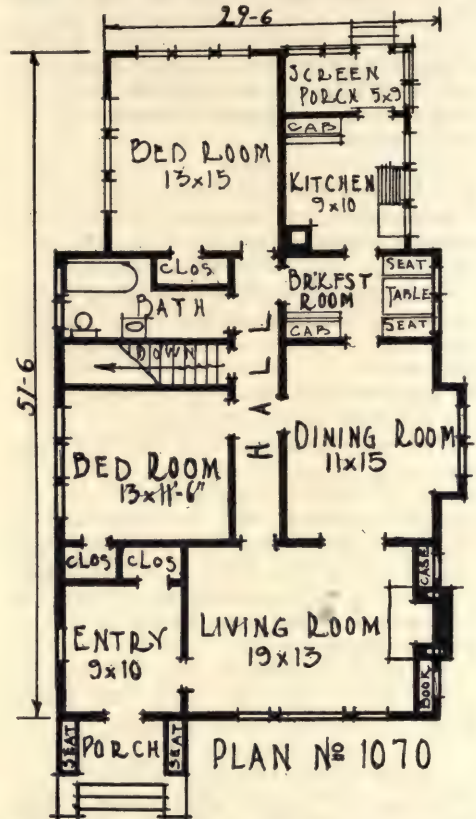
Southern Pine

Spring is drawing nearer day by day. As the winter evenings lengthen, the interest of home-lovers quickens at the thought that, maybe, this approaching spring will see long-cherished hopes materialized in the completion of that wonderful new, sure-enough home. Paying rent is certainly one of the most depressing things in life. Rent day rolls around with a recurrent rapidity that seems to defy all recognized laws of time and reason. Deep in the innermost hearts of every man and woman who truly love the real comforts of home there's the ambition and anticipation that some day they will revel in blissful realization of a dwelling-place that's theirs.

This month's plan is a particularly attractive cottage, the ownership of which should make anyone justly happy and proud. It gives plenty of space for the average family, with two large bed-chambers, living room, dining room, kitchen and bath, a delightful breakfast room and entry hall.

This design is only one of fifty, all different, shown in a plan-book of modern homes which may be obtained free upon request sent to the editor of this magazine. This is made possible by the courtesy of the Southern Pine Association of New Orleans. The American Wholesale Lumber Association also has volunteered to arrange for the co-operation of lumber dealers in giving expert advice to community movements for

the organization of building and loan associations to finance home-building.





A Bunch of Five

LIFE demands that love be a human mirror through which we see something besides the bare truth.

If some people have common sense, they evidently think it is too common to use.

A successful man sees things as they are, not as others tell him they are.

We feel sorry for some men who are compelled to listen to their own talk.

Flattery makes everybody sick except those who swallow it.—W. F., *Burnside*.

Cause and Effect

A minister was trying to impress upon the young minds in his Sunday school class the significance of white.

"Why," he said, "does the bride always wear white at her marriage ceremony?"

No one answered, so he explained, "White stands for joy, and the wedding is the most joyous occasion of a woman's life."

Then a small boy asked, "Why do the men always wear black?"

Mum Is the Word

"Are all these children your brothers and sisters?" asked the district visitor of a little girl in the congested section of one of our largest cities.

"Yes, mum."

"Oh, and what is the biggest one's name?"

"Maxie, mum."

"And what is this wee little girlie called?"

"Minie, mum."

A Fortunate Loss

A young Irishman at college, in need of \$25, wrote his uncle as follows:

"Dear Uncle: If you could see how I blush with shame while I am writing you would pity me. Do you know why? Because I have to ask you for a few dollars

and don't know how to express myself. It is possible for me to tell you I prefer to die. I send you this by messenger who will wait for an answer. Believe me, my dear uncle, your most obedient and affectionate nephew.

"P. S.—Overcome with shame with what I have written I have been running after the messenger in order to take the letter from him, but cannot catch him. Heaven grant that something may happen to stop him, or that this letter may get lost."

The uncle was naturally touched, although not in the way expected, and was equal to the emergency. He replied as follows:

"My dear Jack: Console yourself and blush no more. Providence has heard your prayer. The messenger lost your letter. Your affectionate uncle."—C. E. G.

Erin's Imprint

An Irishman stood looking at an electrical contrivance, when an inventor walked over to him and asked:

"Some machine. I wonder who the inventor was?"

The Irishman looked at him and replied, dryly:

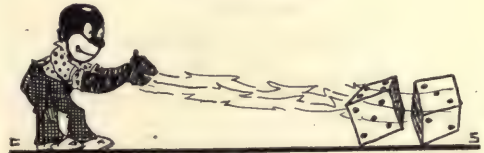
"Shure an' he was a son o' the ould sod. Can't you read his name up there?—'Pat. Pending.'"

Known by Reputation

Daughter—"Oh, mother, I want you to meet Mr. Dill. He is very famous and—"

Mother—"I am really delighted to meet you, Mr. Dill. I've always been so fond of your pickles."

"Finger English"



Rastus: "Lissen heah, boy! Ah believes yo'-all am fondlin' dem dices a little too enthusiastical."

Sambo: "Hol' on, man! Leave yo' social razzar in yo' pocket. Ah only talks to mah bones—talks to 'em, dat's all."

Rastus: "Huh, den yo'-all ben talkin' de deaf-and-dumb language to 'em. Ah craves yo' lucidates by openin' yo' mouf. Ah don't like dat finger-talk."—*American Legion Weekly*.

Accepting a Suggestion

A western college boy amused himself by writing stories and giving them to the

papers for nothing. His father objected and wrote to the boy that he was wasting his time and that he should write for money. The boy wrote back: "Dear Father: Your suggestion accepted. As I am short of change, please send me fifty dollars by return mail."—C. E. G.

Fought a Good Fight

The prison visitor was going her rounds. "Have you ever struggled against the consequences of temptation?" she inquired of a ferocious-looking fellow.

"Yes, ma'am, I have," he answered.

"Ah! I suppose if you had fought just a little harder you wouldn't be here today?"

"Well, ma'am," said the prisoner, modestly, "I did the best I could. It took five policemen to get me to the station."—*Ainad Temple Bulletin*.

Anxious



An undersized man was married to a strapping woman, and his married life was not all that it might have been. Recently he received a black hand letter which read: "If you don't give \$1,000 to our messenger, who will call Sunday for it, we will kidnap your wife."

He replied promptly: "I do not have the \$1,000, but your proposition interests me greatly."

Teaching Them Economy

Tom—My pa is very religious. He always bows his head and says something before meals.

Dick—Mine always says something when he sits down to eat, but he doesn't bow his head.

Tom—What does he say?

Dick—"Go easy on the butter, kids; it's costing us 50 cents a pound now."—C. E. G.

We'll All Want One

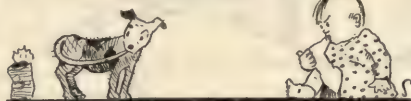
"I've an invention at last that will mean a fortune!"

"What is it this time?"

"Why, it's an extra key for a typewriter. When you don't know how to spell a word, you hit this key, and it makes a blur that might be an 'e,' an 'a,' or almost anything else!"

Eighty-six

Making Both Ends Meet



I often hear the neighbors mourn
Because the rent is high;
The price of beans is going up,
I hear them sob and sigh;
I've seen a newly wedded man
Show his disgust complete
When he had labored all day long
In making both ends meet.

Now if he'd learn a lesson
Taught by a little child,
He'd learn a wondrous secret
Which would help him all the while,
For a cooing, prattling baby
While playing with his feet
Thrusts a rosy toe into his mouth,
Thus making both ends meet.

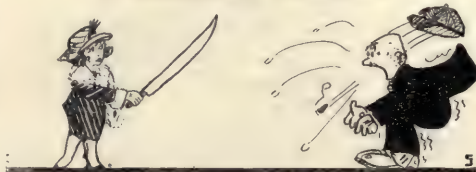
Behold the brawny butcher,
As he charges double price;
You wouldn't think of asking him
For any safe advice,
But when he's making sausage,
To make the "dog" complete,
He tosses in the tail and ears,
Thus making both ends meat.
—L. A. LAWRENCE, Clerk, Supervisor's
Office, Palestine, Ill.

Synthetic Godliness

Daughter: "The preacher just 'phoned and said he was coming to call this afternoon."

Mother: "Gracious, we must make a good impression; give baby the hymn book to play with."

A Satisfactory Substitute



"Did Blondie have a chaperon along when she went motoring with Spike last night?" asked Vera of the rapid-fire restaurant.

"Nope!" replied Anabell of the same establishment. "She says she carried a butcher knife in her muff, but only had to draw it twice."—*Ainad Temple Bulletin*.

A Ring, Anyway

"Auntie, were you ever proposed to?"

"Once, dear, a gentleman asked me to

Illinois Central Magazine

marry him over the telephone, but he had the wrong number."

A Steady Job

A man with all the earmarks of a laborer was smoking thoughtfully and watching a large building in process of construction. Being short-handed, a foreman approached and asked:

"Hey, you, want a job?"

"Yes," was the reply, "but I can only work in the mornings."

"Aw, shucks! Why can't you work all day?"

"Well," the man explained, "every afternoon I got to carry a banner in the unemployment parade."—*American Legion Weekly*.

A Testimonial



Father (who just walked in the parlor and finds his 19-year-old daughter sitting on a young man's lap): "How is it, young man, I find you kissing my daughter?"

Young man: "Wonderful, sir, wonderful!"

INKID SAYS—



COMMUNICATIONS

Employees and Public Relations

TO THE EDITOR: It is with satisfaction and pride that we of the Illinois Central System accept the verdict of our patrons and the general public that ours is one of the foremost transportation systems in the United States. When I speak of it as "our" railroad, I believe I express the feeling of thousands of the rank and file of employees who are devoting their time and energy to the service of this company. We cannot help but feel that it is our railroad because it furnishes us with means of livelihood, enabling us to support and care for those dependent upon us.

The writer has been in the service of the Illinois Central System for more than twenty years, having watched its growth with great interest. Even in that period of time wonderful progress has been made in operating facilities, such as power and equipment, heavier steel, better roadbed and bridges, siding and other track facilities. Our accounting systems have changed to meet requirements.

Not only has it been interesting to watch our growth from the physical and operating standpoint of view, but the human element has been of great interest, the men—officers and employees—who have been responsible for this wonderful growth and achievement. It causes us to realize that after all our success is the result of human thought and effort.

We have seen railroad men come and go, each contributing his part toward efficient railroading, and, judging from the present condition of our road, it is evident that in most cases they were men highly efficient in their work, officers and employees alike.

On the railroad as well as in other industries, the human element, and not only the physical or working conditions, reflects the characteristics and ability of those held responsible for its management. The same is true of the Illinois Central. This being the case, I believe that most of our railway family will agree that nothing has contributed more to our success than the publicity and democratic spirit displayed toward the public and those connected with this railroad by President Markham.

No doubt most of the readers of this magazine also read the newspaper articles of publicity offered from time to time by Mr. Markham. These are straightforward business talks—cards on the table, as it were—an effort better to inform our patrons and the general public of the prob-

lems of railway operation, enlisting their aid and support in the solution of these problems. That the public and the railway employes appreciate his effort is evidenced by their hearty response. We who are directly connected with the Illinois Central have a wonderful opportunity to carry his messages to our friends and patrons in person.

A recent issue of the papers along the system contained a review of our record of service for 1922. In this article, after stating facts and figures showing our accomplishments for the past year, Mr. Markham says: "The handling of this mounting tide of business was made possible by the loyal team-work of the employes of the Illinois Central System and the splendid co-operation received from our patrons."

The statement above tells the story of Illinois Central success and substantiates what was said in the beginning of this article, that those in the rank and file reflect the ability and characteristics of those held responsible for efficient operation.

Quoting further from the article previously mentioned: "Some of the prominent antagonists of the railroads are expected to make efforts during the year that will, if successful, place further restrictions upon the railroads, making it still more difficult for them to take the necessary steps to forestall further transportation shortages. Farmers, wage earners, business men and all other classes of our population should be active in opposing these efforts because their interests in the stake of adequate railway transportation are just as great as, and in some instances greater than, those of railway men themselves."

In every city and town along the lines of the Illinois Central are men and women directly connected with it who are prominent and influential citizens in their respective communities. A great deal can be accomplished toward the betterment of our transportation systems. Mr. Markham's efforts toward publicity can be made more effective if these men and women who have the opportunity of personal contact with our patrons and the public will endeavor to meet the farmer, the wage earner, the business man and others and discuss with them the problems of railway operation, a subject of great importance to all.

An opportunity here presents itself that, if taken advantage of, will enable the army of employes of this railroad through individual effort to promote good feeling and a better understanding of our business among those who, without this understanding brought about by a little effort on our part, might otherwise oppose us in our efforts toward better transportation service.

The result will be a bigger and better railroad, a happy and contented lot of workers serving an appreciative and satisfied public.—H. S. MACON, *Train Dispatcher, Clinton, Ill.*

A Word on Christmas Greetings

TO THE EDITOR: With your permission I would like to submit a few remarks through the columns of your valuable magazine concerning an unusual but very appropriate Christmas and New Year greeting which was sent to the great mass of efficient employes of the entire system of the Illinois Central by and through the courtesy of its distinguished and worthy president, C. H. Markham.

The writer is an ex-employee of the Illinois Central. Having served in the transportation department for a number of years, I am well acquainted with the employes in that department on the St. Louis division. And, as a consequence, knowing that I was one of the "has beens," Conductor Ed Eisfelder, who has charge of a passenger train out of Pinckneyville, gave me one of the New Year greeting cards. In doing so, Conductor Eisfelder requested me to write a few lines to the *Illinois Central Magazine*, expressing his appreciation of the receipt of this New Year greeting from the president of the company and in return to say that he feels very grateful to the president for the recognition shown him, as well as all other employes, in this manner and form.

The writer believes that this step, taken by the president of one of the greatest railway systems of the time, will merit much toward banding together all of its employes and be the means of securing the confidence and friendship of its employes in the future. It will have a tendency to remind each employe from time to time that the railway company has a kind thought for its employes and is grateful to them for the untiring labor that they so well give to help to better the condition of the company as well as of themselves. Would that all railroads would take pattern after the Illinois Central in bestowing greetings to their employes! If they would, the employes would feel more grateful than they do.

To wish for the great Illinois Central System an unusually prosperous New Year, including all its employes, is the desire of an ex-employee.—J. Q. ADAMS, *Pinckneyville, Ill.*

The wisdom of the wise and the experience of ages may be preserved by quotation.—BENJAMIN DISRAELI.

Inkid Becomes One Year Old This Month

C. M. Said, our cartoonist, has created a comic feature which in a year has won many friends. In the February, 1922, issue of the *Illinois Central Magazine*, Inkid appeared on the stage of magazine publicity for the first time alone, before that always having been used to assist in conveying the meaning of a more serious cartoon. Since that issue a year ago, Inkid has grown in popularity, until now the *Illinois Central Magazine* is only one of several publications that find use for the little misogynist each issue.

Mr. Said, creator of Inkid, whose cartoons are well known to readers of the *Illinois Central Magazine*, is a native of Memphis. He entered the service of the *Illinois Central* in October, 1918, in the office of former Superintendent V. V. Boatner at Memphis. From Mr. Boatner's office he went to the office of General Superintendent A. H. Egan, also at Memphis. Mr. Said came to Chicago in October, 1920, and is at present in the office of the vice-president and general manager.

Since coming to Chicago he has pursued his cartooning at the Art Institute and is now attending the Chicago Academy of Fine Arts. Mr. Said has aided the magazine in other ways besides furnishing drawings. He is responsible for a number of articles of system interest appearing in its pages. The Flapper-Cake-Eater contest in



Buddy



C. M. Said

this magazine last year, which was won by Miss Julia Gaven, former division editor at Memphis, was credited to Mr. Said.

Buddy, Mr. Said's latest addition to the magazine, is confined exclusively to the interests of the *Illinois Central* kiddies. Buddy derives his name from Mr. Said's younger brother.

We reprint herewith three Inkids taken

Inkid Says

THE BOSS HAS NAMED HIS STENOGRAPHER "THREE STRIKES" BECAUSE SHE'S ALWAYS OUT



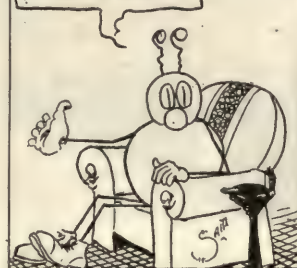
INKID SAYS

THE OLD-FASHIONED GIRL USED TO STAY HOME WHEN SHE HAD NOTHING TO WEAR!



Inkid Says

THE ONLY TWO WHO CAN LIVE AS CHEAPLY AS ONE ARE A FLEA AND A DOG!



from issues of the *Rock Island Magazine*, with the permission of that publication.

The name, "Inkid," cannot be found in

the dictionary, but the two words that make up that name can be easily identified—"ink" and "kid."

Water Valley Machinists Give a Banquet

By A MACHINIST,

Water Valley, Miss.

Tuesday night, December 22, the Association of Machinists, Helpers and Apprentices at Water Valley, Miss., gave a banquet which was an occasion of great pleasure. Brother Frank Carr called for order and spoke of the aims and purposes of the organization and bade the officers of our division a hearty welcome, calling upon Brother Halliwell to ask divine blessing over the overloaded tables, after which all of the boys tried to see who could eat the most and drink the most "near beer"—which honor fell to Brother Billie Baker.

Next came the introduction of the speakers of the evening. Brother Bob Exum, in his happy Irish way, spoke of how much depended upon him in keeping the Illinois Central moving and impressed upon us all that no railroad could run without jacks. Brother Exum is the official jack repairer at Water Valley shops.

Next came a surprise and a great pleasure when our division superintendent, A. D. Caulfield, was introduced. Looking toward our banner, which was inscribed "50-50," Mr. Caulfield spoke of the near approach of the day (Christmas) when to all mankind was given its most priceless treasure and bade us all to look upon this gift as a personal one. He said it was the greatest pleasure of his life to meet with his men, to share their sorrows and rejoice with them in their success and joys.

Next came Brother John Cowan, machine shop foreman, who gave us his version of the "50-50" motto.

Next came J. L. Chapman, our general foreman. He spoke of the existing conditions at our shop and told us, as we already

knew, that at all times and under all conditions he would go us 50-50 on every proposition.

Next came Fred Waldron, roundhouse foreman. In a short, happy strain, he told us that "50-50" meant him, too.

Next on the program came Master Mechanic S. R. Mauldin. Said he: "Fifty-fifty has been pledged to you by my foremen and general foreman, and I am not going to let them get by me or do more than I would, and I would do better and go over the 50-50 mark." It has been the pleasure of this writer to have been associated with Mr. Mauldin for eleven years and, through these years of accomplishment, wars and ups and downs, he was always been the same. The writer fails to recall one instance in all of these years when you could not approach him and feel assured you would get a 50-50 deal, no matter who you were and what the conditions were.

Next came O. A. Carlson, our local chairman, who spoke of the willingness of the officials to meet the men on a 50-50 basis, from Mr. Markham down the line.

We are indeed indebted to W. F. Henry for the splendid music so beautifully rendered by his splendid band. After many beautiful classical selections and a little "jazz" thrown in for good measure, we had our picture "took" and adjourned, feeling that an evening of pleasure and profit had been spent by all.

PROGRESS

To regard everything as fixed is to prevent progress. To regard nothing as fixed is to destroy progress altogether. Success lies in having a fixed purpose and in adapting flexibility of method in attaining it.—

JOHN H. VAN DEVENTER.



Banquet of machinists' organization, Water Valley, Miss., December 22

Sports Over the System

Inter-City Bowling February 17

The Chicago-Memphis bowling contest will be held at the Woodlawn Recreation Alleys, 63d Street and Cottage Grove Avenue, Chicago, beginning at 8 p. m., February 17. The date was previously set for February 3 and 4.

Chief Clerk F. J. Theobald has his picked team of Memphians primed for the fray. In a recent communication to C. M. Said, handling the Chicago arrangements, he writes: "My men are not the best bowlers in the South; neither are they the worst; but we can stand our ground and are ready for anything Chicago has to offer of like averages and weight."

It has been decided to reduce the number of contestants to twenty, instead of thirty, as was formerly planned.

"The Chicago men have been picked at my direction," Mr. Said explained, "and high averages, prestige, etc., were not used to govern the selection. The lack of experience of the Memphis team is to be considered while picking men for the Chicago side, and it is not the policy to make a contest between the cities and then not give the invaders an equal chance."

Some of the best bowlers in the Chicago Illinois Central leagues will be on the team, while there will be other bowlers who have not a consistent average and who have never averaged more than 125 or 140.

J. Ullrich, captain of the Vice-President and General Manager team in the 12th Street General Office League,



Walter E. DuBois

will have charge of the Chicago bowlers. He will be assisted by P. J. Ryan and W. E. DuBois. Mr. DuBois, who is the writer for the Chicago bowling activities among the 12th Street employees, has been helpful in making the coming Chicago-Memphis match a reality.

There will be prizes for the winners. The Memphis boys will be the guests of the Chicagoans and will be treated as such.

R. O. Fischer, president of the 12th Street General Office Bowling League, will roll the first ball for the Chicago men.

Indoor Baseball at Burnside

Indoor baseball as it is played at Burnside shops, Chicago, is not truly indoor baseball, for it is played in the open and has some variations in the rules which govern it so that it has become a cross between indoor and the regular outdoor baseball. This game has been a favorite for more than three years. The star performers are men from the back shop and the roundhouse. Men from these departments may be seen playing the game just south of the



Indoor baseball at Burnside

roundhouse office at noon, no matter what the season of the year may be. Their enthusiasm is never dampened by a drizzling rain or a snowstorm, for they play just the same.

There is something about their spirit of enthusiasm and pep that makes one wonder what causes it. They have been so vigorous in their play that the rules of the game were changed so that home runs would not be so numerous. Even now it is not an unusual occurrence to see a man "wallop" the ball out of the field and into the "well," which is a large pool of water about seventy yards from home plate.

Men who are old enough to be dads to some of the fellows they play with are among the enthusiasts, and there is usually

a large number of rooters out also. If these men "bat" on the job the way they do at noon, the locomotive department at Burnside should feel their influence as good workmen. Men who will get out and play with such consistent enthusiasm will work with a similar vim.

Largely an Illinois Central Team

The football season just closed was a most successful one for the Cherokee, Iowa, High School team, which met and defeated the best teams in northwestern Iowa, scoring 225 points to its opponents' 13. The only defeat was at the hands of the Cedar Rapids High School team in a post-season game for the championship of Iowa played at Cedar Rapids, December 9. The Illinois

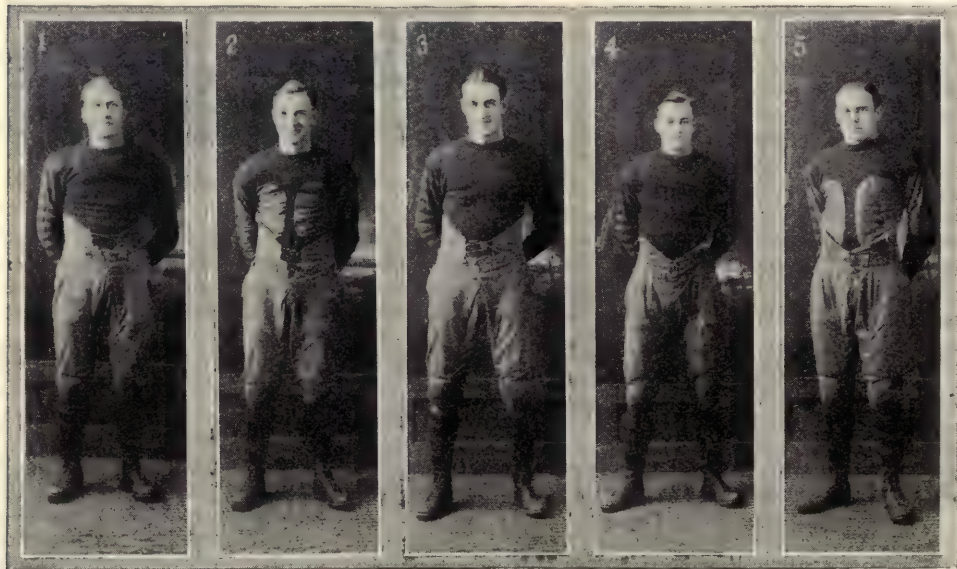
Central family was well represented on the Cherokee team. Captain Phil Callahan and his brother, John, are sons of Bridge Foreman Jeff Callahan. Merle Ryan is a son of Conductor Ed Ryan. Clement Donovan is a son of Section Foreman Tim Donovan, and Malcolm O'Leary is a son of Train Dispatcher John O'Leary. Neal Ausman, son of Trainmaster W. E. Ausman, and Robert O'Leary are members of the squad. The team loses four members by graduation this year, including Captain Callahan, but good material is available to construct a winning machine.

Our Bowlers at Fort Dodge, Iowa

The members of the Downstairs Bowling Club, Fort Dodge, Iowa, met the champion



The 1922 Cherokee, Iowa, High School football team. Front row, left to right: Leonard, Nelson, Malcolm, O'Leary, Phil Callahan, Cordon, Lamont, McCulla. Back row, left to right: Ryan, Donovan, John Callahan, Scott.



Sons of Illinois Central employees who were regulars on the Cherokee, Iowa, High School football team in the successful 1922 season. No. 1, Clement Donovan, fullback; No. 2, John Callahan, right halfback; No. 3, Phil Callahan, captain and center; No. 4, Malcolm O'Leary, right guard; No. 5, Merle Ryan, left halfback.

Upstairs players and defeated them two games out of three, December 6. The scores:

	First Game	Second Game	Third Game	Total
Upstairs				
Cowgill	137	150	105	392
Morphew	127	114	90	331
Jahn	147	110	165	422
Black	124	182	140	446
Tracy	114	140	122	376
Total	649	696	622	1,967
Downstairs				
Cain	79	124	118	321
Sullivan	143	86	104	333
Fanning	107	112	114	333
Downing	166	114	147	427
Coffey	164	137	186	487
Total	659	573	669	1,901

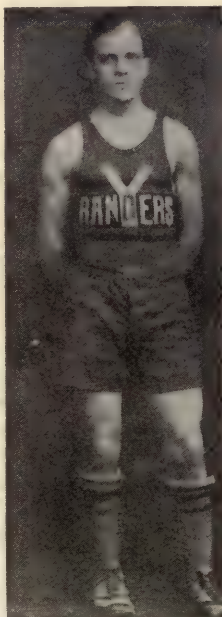
He's an All-Around Athlete

Barney Crutchfield, clerk in the vice-president and general manager's office at Chicago, has won athletic trophies and has played on many championship teams. He plays baseball, basketball and soccer and is a long-distance runner. And when he puts on the gloves, he carries a punch that is well worth avoiding.

Crutchfield obtained his first athletic training while attending Central High School at Memphis. In 1916 he was employed in the office of the superintendent of the Memphis division and played in the outfield on the Illinois Central baseball team there. His team won the inter-city championship that year when it defeated St. Louis.

He won the lightweight boxing championship of Paris Island when he was in the Marines in 1918 and at the same time he took second and third places in the 3-mile and 5-mile runs. The next year he was a member of the championship basketball team of the Y. M. C. A., and he won the 3-mile run which was held by the Memphis Athletic Association. He was awarded a silver cup for winning the race.

In 1920 Crutchfield played short-stop with the Polarines, a semi-professional team of the Standard Oil Company at Memphis, and was also captain of the Rangers, an independent basketball team that won twenty-five out of twenty-nine games played during the



Barney Crutchfield

season. The next year he was re-elected captain of the Rangers, and the team won the city championship of the Memphis Athletic Association basketball league and tournament.

Crutchfield played baseball on the Jackson, Miss., team of the Cotton States League and on the Mayfield, Ky., team of the Kitty League in 1922.

Banquet to Baseball Team

Saturday, December 16, the members of the Illinois Central baseball team of New Orleans were guests at a banquet given in their honor at Bossio's Gold Room by the management of the team. This gathering marked the close of the season of 1922, which proved to be the most successful in several years. Out of a total of twenty-two games played, seventeen were won, four were lost and one was tied. Our team ranked as one of the best amateur ball teams in New Orleans, having defeated most of the amateur and semi-professional baseball teams of note in the city. Several out-of-town games were played also, the team meeting with marked success.

C. C. De Luhrey, manager of the team, was toastmaster at the banquet. C. Barnes, captain, responded on behalf of the team. A short talk was made by C. A. Ahern, chief clerk in the local office, business manager of the team, reviewing the results of the last season and outlining the policies for the season of 1923. Each player in turn was called upon to respond. At the conclusion of the banquet the players were presented with individual trophies in the form of silver baseball watch fobs suitably engraved.

The surprise of the evening, however, was the presentation by Mr. De Luhrey to Mr. Ahern, on behalf of the team, of a silver loving cup. Mr. Ahern was considerably overcome, and it was with difficulty that he was able to respond.

The following composed the baseball team, season of 1922: C. A. Ahern, business manager; C. C. De Luhrey, manager; C. Barnes, captain and first base; L. Mohren, pitcher; G. Dell, pitcher; L. Murray, catcher; S. Natal, second base; C. Eble, third base; R. Barnes, short stop; A. Kitto, left field; B. Berckes, center field; E. Perrin, right field; T. Caldwell, utility.

Here's a Basketball Challenge

The headquarters office of the St. Louis division at Carbondale, Ill., has a first-class basketball team that has been winning several victories. The team played the Cobden team January 3, at Cobden, the score being 12 to 14 in favor of the division office. The team also played Cobden an-

other game at Carbondale, January 9, the score being 35 to 15 in favor of the division office. If the other divisions think they have basketball teams that would like to lock horns with the Carbondale boys, they should write to H. E. Goetz, Carbondale, Ill., in care of the Illinois Central Division Office.

Commercial Basketball League, New Orleans

	Won	Lost	Pct.
United Fruit Company.....	5	0	1.000
Woodward, Wight & Co., Ltd.....	4	1	.800
Public Service, Inc.....	3	2	.600
Illinois Central Railroad.....	2	3	.400
Interstate Electric Co.....	1	4	.200
Liverpool London Globe Ins. Co..	0	5	.000

Wednesday, December 13, the Commercial Basketball League of New Orleans was formally opened, the Illinois Central team meeting the Public Service team in the opening game. This was a hard-fought contest, nip and tuck, the Public Service team emerging victor at the end of play by a score of 17 to 9. As aptly put by one of the daily papers in reporting the contest: "A thrill was given the followers of the Commercial Basketball League, at the opening games, when the Public Service aggregation defeated the Illinois Central quintet in the fastest and best played contest witnessed on local courts this season."

Wednesday, December 20, in the second game of the series, the Illinois Central quintet decisively defeated the team representing the Liverpool London Globe Insurance Company, by a score of 20 to 7. This was a one-sided contest, with the railroaders scoring at will. The insurance boys were fortunate to cage two field goals during the entire game, as during the first half not a field goal was scored by them.

The United Fruit Company team, the league leader, on December 27 defeated the Illinois Central team by a score of 25 to 9. The game in the first half was a battle, the fruit company team having only a slight margin at the end. In the second half the railroaders, considerably weakened by the loss of a forward and guard through fouls, were unable to withstand the onslaught.

The Illinois Central team, on January 4, in the fourth game of the league season, easily defeated the Interstate Electric Company team by a score of 23 to 3. In the first half the Interstates only scored one point, a foul goal.

In what was perhaps the cleanest and hardest fought contest of the first part of the season, the Illinois Central team was defeated by the Woodward, Wight & Co. quintet on January 10 by a score of 17 to 15. From the spectators' point of view, this was an ideal basketball contest. At the end of



Ivan ("Shorty") Atcher and Cletus ("Petey") Lafey, employees at Louisville, Ky. "Petey" is the star basketball player on the Louisville district. He is captain of the team of Makin Council, Y. M. I., Louisville, and his team has not lost a game this year. "Petey" is 6 feet 3 inches tall.

the first half the railroaders were leading by 9 to 7, which advantage they held until within three minutes of the end. Two free throws and a field goal gave the Woodward, Wight & Company team the lead.

"Bizzy" Berckes, star forward of the Illinois Central team, led the league at the end of the first leg of the tournament in field goals, foul goals and total points scored. On January 17 the final round began. Judging from the class of basketball displayed thus far and the present standing of the teams, a hotly contested ending can be expected.

A Challenge to Our Bowlers

The 5-man bowling team in the office of the Auditor of Freight Receipts at Chicago claims to be one of the best department teams on the system. It issues a challenge to any department team on the system for a series of games, the members of the challenging team to be confined to one department. Address all communications to Louis Heimsath, in care of the Auditor of Freight Receipts, 6327 Dorchester Avenue, Chicago, Ill.

63d Street Bowlers Doing Well

E. Tersip recently rolled a 267 game and averaged 212 for three games, which are high game and second high average for the 63d Street General Office Bowling League at Chicago. O. Hulsberg rolled a total of 664 pins for three games and rolled second high game with 265. The Panama Limited team has again slipped to seventh place, after losing five of the last six games played. Goodell, captain of the Daylight Special team, remains in first place with his wrecking crew. The Diamond Special team moved up to second place by trimming McCarthy's Freeport Peddler team three straight.

The prize winners for high score for the week of December 8 were: Goodell 213, Smith 205, Tersip 254 and Calloway 206; winners December 15: McKenna 227, Tersip

198, Rowe 211 and Kempes 222; winners January 5: Flodin 199, Hulsberg 265, Tersip 267 and Calloway 205.

The Daylight Special and Panama Limited teams had a tight race January 5. The Daylight team won the first two games by scores of 863 to 859 and 820 to 810, but weakened in the last game and lost to the Panama team by 889 to 745. Kempes was high man on the Daylight team with 530, and Calloway was high with 577 for the Panama team.

Below are teams and individual standings for games up to January 5:

Teams			Per High High			
	Won	Lost	Cent	Game	Series	Avg.
Daylight Special	25	14	641	991	2813	835
Diamond Special	22	17	564	925	2650	835
Seminole Ltd.....	20	19	512	930	2648	839
New Orleans Ltd..	19	20	487	911	2549	815
Freeport Peddler....	19	20	487	919	2564	795
New Orleans Spec..	19	20	487	941	2617	792
Panama Ltd.....	18	21	461	900	2571	817
Hawkeye Ltd.....	14	25	359	870	2511	745

The Twenty Leading Bowlers

Name	Games	High		Avg.
		Game	Series	
Calloway	33	234	617	191
Tersip	39	267	636	182
Heimsath	39	230	631	181
Smith	33	243	610	180
Kempes	39	222	607	175
McKenna	39	235	604	173
Flodin	36	216	572	173
Hulsberg	39	265	664	172
Goodell	39	232	604	172
Beusse	39	214	570	171
Miller	39	229	611	168
Merriman	39	211	548	168
A. Giesecke	33	244	584	168
Lind	36	245	595	167
Devitt	27	228	523	163
Breidenstein	33	200	530	163
Rowe	39	211	536	162
Nelson	39	195	537	159
Bax	36	210	537	158
Powers	36	205	520	155

League Pitcher in Our Employ

Tommy Long, who has been one of the leading pitchers of the Louisville team of the American Association, is now working in the office of Superintendent J. M. Walsh at Memphis, being employed as file clerk, the position he left in the spring of 1917 to enter organized baseball.

Tommy first entered the service of this company as warehouse clerk at Memphis in the spring of 1916. He pitched for the Local Freight Office team, and the Superintendent's Office team in the Illinois Central League during the season of 1916. It was largely through his efforts that the team representing the Superintendent's Office won the city championship of Memphis for 1916 and defeated the St. Louis city champions in an inter-city series. Tommy's work was of such a brilliant nature that it attracted



Tommy Long

the attention of Southern League scouts, and he was signed by the Mobile team of the Southern League in the spring of 1917.

His efforts during his first year in professional work were not crowned with success, and after a poor season he was released outright. He did not play during the season of 1918, but in the spring of 1919 he signed with the Louisville club. His pitching that year was of such high class that several major league clubs made offers for his services. However, the price set on his head by the Louisville club was deemed exorbitant by the major league scouts, with the result that Tommy has been with the Louisville club ever since.

He injured his arm early in 1921. While his work the last two years has not been so brilliant as formerly, he is still considered one of the leading minor league pitchers of the country.

Due to a complete reorganization of the Louisville club, Tommy has been sold to his "first love," Mobile of the Southern League, where he promises to put forth his best efforts and burn up the league during the 1923 season.

Tommy recently married Miss Elsie Rose Mazzoni of Louisville, Ky., and they are residing with his parents in Memphis during the winter. Tommy is just as efficient handling files as he is in the pitcher's box. His work will be greatly missed by the superintendent's office at Memphis when he leaves for spring training, but it is a cer-

tainty he will have the full support of hundreds of Illinois Central employes, both at Memphis and other points on the system, who will be pulling for him to have a banner year and get his well deserved chance in the big leagues.

Knodell Leads 12th Street League

At the start of the season, Knodell was leading the 12th Street General Office Bowling League at Chicago with an average of 184. After rolling thirty-nine games he is still leading the league and has slightly improved his average so that it looks as if he intends to walk off with first-place money. Enright and Bernbach are still in second and third places. Rolff, after a poor start, crashed into 669 pins, jumped into fourth place and has remained there. Block is slowly improving his average, but it is below his average of last year. Larsen is picking up each month, and his average of 170 is good for sixth place. The General Freight team is the only one that can boast of four players among the leading twenty. Koch, as usual, is leading that team, with Tremblay right at his heels, followed by Grismore and Sebastian.

No one has seriously threatened Rolff's 669 pins for high series, and Knodell's 247 still stands as high game.

The Chief Special Agent team, decked out in bright new brown derbies, collected 816 pins in one game January 11 and handed the General Freight team, the league leader, as neat a trimming as any team has ever received; and the General Freight team has not yet recovered from the shock. It is understood the Chief Special Agent team has applied for a patent on the iron kellys, but the General Freight team intends to protest the game, based on the fact it is reported the cops were using square balls.

The General Freight team lost three games the last month, while the General Superintendent of Transportation team was losing but one game, and as a result it no longer looks as if the General Freight team will have an easy time winning the championship of the league. There is a difference of but six games between the team in first place and the one in fifth place, showing the high teams all stand a chance of beating the leaders.

There are bowling fans and howling fans, but the fan worth while, the real sportsman, is the fan who can give the "enemy" a hand for good work as well as those on his own team.

Railway men will again hold a bowling tournament in Chicago starting April 6. The entry fee is \$1 for each event, plus \$1

for each three games rolled, 30 cents of which will be used for prize money. Teams from Kankakee and St. Louis rolled last year, and we hope they will come again, as well as teams from Dubuque, Waterloo, Fort Dodge, Council Bluffs and other cities on our road. Write to W. P. Enright, in care of the Land & Tax Commissioner, Illinois Central Railroad, Chicago, for entry blanks. The entry list closes March 20.—W. E. DuBois.

The standing as of January 11 follows:

Team—	Won	Lost	age	Percent	High Game	High Series	Average
General Freight.....	34	8	810	952	2690	809	
Gen'l Supt. Trans.....	33	9	786	887	2543	803	
Engineer B. & B.....	31	11	738	859	2467	774	
Audr. Miscel. Accts.....	30	12	714	896	2474	788	
V. P. Purchasing.....	23	14	667	858	2363	756	
Gen'l Sup. Mtve. Power	24	18	571	838	2448	739	
Land & Tax.....	21	21	500	851	2370	719	
Engineer M. of Way.....	20	22	476	941	2703	748	
V. P. Accounting.....	20	22	476	816	2287	729	
Auditor of Disb.....	17	25	405	860	2438	754	
Chief Engineer.....	16	26	381	851	2362	736	
V. Pres. & Gen'l Mgr...	16	26	381	828	2315	713	
Terminal Supt.....	16	26	381	819	2303	711	
Chgo. Term. Imp.....	15	27	357	940	2367	720	
Officers.....	11	31	262	819	2270	693	
Chief Special Agent.....	4	33	95	816	2173	647	

The Twenty Leading Bowlers

Name	Games	High Game	High Series	Average
Knodell	39	247	606	184
Enright	21	212	533	180
Bernbach	27	209	603	176
Rolff	41	235	669	171
Block	33	211	569	171
Larsen	42	232	568	170
Koch	39	213	537	168
DuBois	41	204	556	167
Tremblay	39	242	609	166
Grismore	33	200	573	164
Mack	39	209	561	163
Dischinger	41	196	544	163
Rittmueller	42	213	557	163
Collier	42	220	542	162
Bailey	42	233	563	162
Silverberg	36	197	538	162
Brown	30	199	536	161
Sebastian	39	224	553	161
Stone	42	223	550	161
Ullrich	42	214	569	161

PUT IT IN WRITING

"Wouldn't it be a wonderful thing," writes a business man, "if everyone carried out this idea?"

Here it is:

Put all business agreements in writing.

Many misunderstandings arise from the loose manner in which business matters are talked over. Each party naturally puts his own construction on the conversation. The matter is dismissed with the words, "all right." Frequently it turns out all wrong and becomes a question for the courts to decide.

A large proportion of the business litigation of the country would be avoided if all agreements were put in black and white.—*Mason's Monthly*.

HOUSE PLANS FOR OUR READERS

Concrete

There is a charm about the Cape Cod farmhouse that is particularly attractive. Its lines have been translated with wonderful success for the use of concrete blocks and stucco by the architect in this colonial plan, the Crowborough.

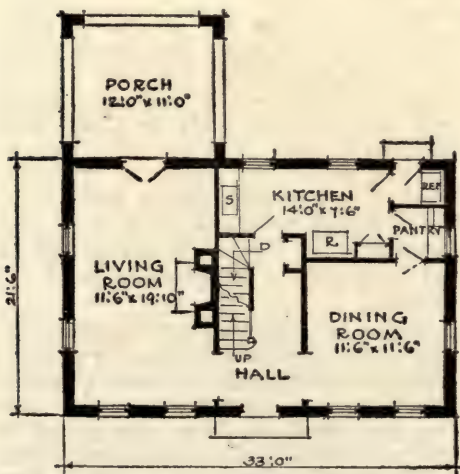
What a delightful picture this home will present with its white walls and green blinds against a background of stately elm trees. Notice how the ground has been graded up the front doorsteps to give that well-proportioned and cozy appearance to the house that our old colonial homes possess.

Being built of fire-resistive construction, this will be a permanent home that will mellow with age and preserve for all time

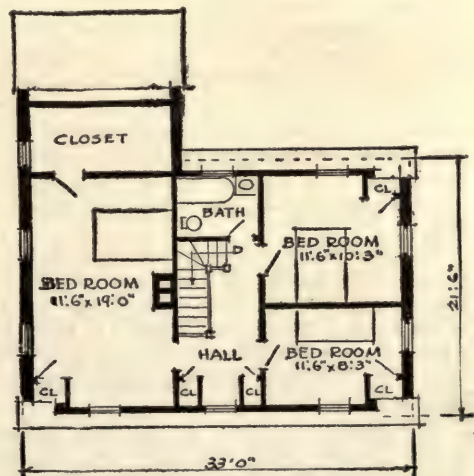


the beauty of the colonial tradition. The architect has placed fireproof partitions of concrete block in the basement, which also carry the load of the upper floors without settlement.

In this plan the living room runs the full depth of the house, giving a splendid room nearly twenty feet long and containing four windows. To the right of the entrance hall is the dining room, which is



FIRST FLOOR PLAN



SECOND FLOOR PLAN

11 feet 6 inches square. The rest of the lower floor is taken up with a kitchen, pantry, and other service equipment. The porch off the living room makes a splendid addition for the summer months.

The plan of the second floor is simple, containing three bedrooms and a bath. There are five small closets and one extra large closet for the storage of household goods not in use. This closet could be changed into a sleeping porch without much difficulty at small expense. The width of the house is thirty-three feet, and this calls for a lot not less than forty-five feet wide. A southern exposure is to be preferred for this plan.

This design is a sample of the group of

twenty-five plans appearing in an elaborate plan book called "Concrete Houses," published by the Portland Cement Association, 111 West Washington Street, Chicago, Ill. Through the co-operation of this association we are enabled to publish plans of these portland cement stucco houses each month and to offer our readers this house plan service. The plan book, "Concrete Houses," can be obtained from the editor for 50 cents a copy. A smaller booklet, called "Portland Cement Stucco," containing valuable data on that subject, including photographs of many attractive stucco houses, but not including plans, can be obtained free of charge upon application to the editor.

Senatobia, Miss., on Indian Camp Site

Passengers flying southward every night in the year on the Panama Limited, on the Illinois Central System, little dream that the line passes through what was a series of Indian villages, south of Memphis.

In this connection some bits of early history of Senatobia, Miss., are contained in a communication from M. H. Thompson, who writes that when the old M. & T. Railroad was first built in the spring of 1856, out of Memphis, as far down into Mississippi as Hickahala Creek, it was suggested by the promoters that a station ought to be erected on the first hill out of the bottoms, and the selection of a name for the station was left to Colonel Charlie Merriweather, a stockholder in the road, large slave owner and planter in the vicinity of Senatobia. He was the grandfather of Mrs. J. T. Gabbert and Mrs. N. R. Sledge and Mrs. Travis H. Taylor of Como, Miss., and Tom Merriweather, conductor on the Illinois Central's Grenada accommodation.

Mr. Thompson writes that Colonel Merriweather suggested the name of Senatobia for the station, a contraction of Senatahoba, the Indian name of a small creek near his plantation. Thus Tate County's capital was christened. It has grown from a spot on the map, or a station by the side of the Illinois Central, to a town of 1,500 population.

The site of the town was once an Indian camp. The section of land upon which it stands was sold by Ti-ah-oh-le-Chab-Tubby, a Chickasaw Indian, on April 13, 1836, to James Peters, for \$1.25 per acre. He later sold it to Benjamin Rowell, whose descendants still live in Senatobia.

The station is built on an old Indian burial ground near the trail the Indians used in traveling from Pontotoc, Miss., to Helena, Ark.

The M. & T. Railroad was the first line extending south out of Memphis, and was purchased several years ago, then linked into the Illinois Central System.

A big rally was held at Senatobia the day when the road was finished to that point in 1856. There was a barbecue and an excursion train run from Hernando, many persons seeing their first train and taking their first ride on it.

Tate County was organized during carpet-bag days, writes Mr. Thompson. DeSoto County citizens fought the plan, and it required drastic means to get the bill through the Mississippi Legislature.

Jerry Butler, negro, now living in Senatobia, was sent to Jackson to lobby for the bill. The committee back of the new county dressed Jerry in good style. He wore a bee gum hat and frock coat of the finest cloth. He was supplied with plenty of money.

Uncle Jerry, so Mr. Thompson writes, says some of the negro legislators went to the capital barefooted. None could read or write. He told them if they voted for the new county there would be a tax levied sufficient to keep them all their lives, but the first act of the officers of the county after it was created was to build a jail, and the first prisoners in it were negro members of the Mississippi Legislature who had made themselves objectionable in Tate County.

During the past year the Illinois Central System has been lending an active hand in aiding the development of stock raising in Tate County and growing diversified crops. The road counts on Tate being one of the best producers of better stock of any county in Mississippi in the next few years.—Memphis (Tenn.) *Commercial Appeal*.

CLAIMS DEPARTMENT

Guarding the Children's Lives

The accident near Itta Bena Monday evening in which a transportation wagon of the Itta Bena Consolidated School, containing twenty children, was struck by a train of the Itta Bena & Belzoni Railroad, and eight children injured, has resulted in orders being given to the drivers of the school trucks over Leflore County for additional precautions.

An investigation made by the Board of Trustees of the Itta Bena school at a meeting last night showed the accident to have resulted from carelessness of the substitute driver in charge of the truck Monday afternoon, and absolved the engineer of the train from any responsibility for the accident.

Orders have been issued to the drivers of the trucks requiring them to come to a full stop before crossing any railroad, whether a train is in sight or not, and if a train is approaching to wait until after it has passed before attempting to cross the tracks. Failure to observe this precaution will result in immediate dismissal of the offending driver.—Greenwood (Miss.) *Commonwealth*.

The action of the authorities in Leflore County, as shown by the foregoing clipping from the *Greenwood Commonwealth*, is contrasted with that of the authorities in Warren County, Mississippi.

On October 17, 1922, a school truck loaded with school children was driven on the Alabama & Vicksburg Railroad track at a crossing near the village of Bovina, Warren County, and struck by an A. & V. train, resulting in the death of seven of the children and of the driver of the truck and more or less serious injury to ten of the remaining occupants. The report is that the driver of the truck started from the schoolhouse toward the track at a time when the train was in plain view and that, although several of those on the truck, as well as bystanders, warned him of the approaching train and urged him not to drive on the track, he failed to heed the warning.

We are informed that up to the present time no action has been taken by the authorities such as that taken in Leflore County to prevent like future tragedies, nor in fact has action of any kind been taken. At least twenty states in the Union have ordered that all utility vehicles be required to come to a full stop before driving on a railway crossing, so that there may be opportunity for a full and careful observation by the driver as to whether a train is approaching.

It is passing strange that, in the light of such examples and following such a ter-

rible calamity as that at Bovina, nothing has been done by the school or county authorities of Warren County to prevent a recurrence.—E. W. S.

All Set for a Claim

"I am enclosing two pictures of cattle along the right of way that I secured recently on the Sunflower district of the Memphis division," writes V. S. Adkins,



claim agent at Clarksdale, Miss. "Picture No. 1 shows a cow on each side of the track. Ordinarily on the approach of a train one or the other is sure to cross the tracks. Picture No. 2 shows a bunch of cattle coming on the tracks just north of Belzoni."

Ambulance Chasing Condemned

The following is from the St. Louis (Mo.) *Globe-Democrat* of January 9:

"Action by the state legislature to provide additional scholastic requisites to make admittance to the bar more difficult was urged in a resolution passed by the St. Louis Bar Association at its meeting at the University Club last night.

"A report on a bill being prepared by a special committee for presentation to the legislature, intended to eliminate or at least minimize a practice commonly known as 'ambulance chasing,' was also read before the association.

"The bill as submitted last night would

make it a misdemeanor for an attorney to solicit business personally or through persons employed by him, punishable by a fine not exceeding \$500 or a jail sentence not exceeding six months, or both. The bill failed to contain a provision that lawyers would be similarly punished for soliciting the business of corporations, and was returned to the committee that this might be included."

The *Globe-Democrat* of January 10 carried the following editorial comment:

"By a vote of three to one the local Bar Association passed a resolution for higher educational equipment and for a statute penalizing lawyers who solicit professional engagement or hire others to do it for them. For what did the one-fourth who voted 'no' stand? The law confers so many privileges on bar practitioners that they may cheerfully submit to individual restrictions designed for the public's protection and their own collective benefit."

HARRY LAUDER'S READING

My bank book is my favorite reading, I confess. I do my work for the love of it because my heart is in it. But a bank book can be thrilling—the best literary thriller in the world. And don't be afraid the edition of the bank book is too limited. Every man should have his copy and he should keep it for private circulation—very private. No other one in the world should know what is in that precious bank book. The Scots have a proverb: "Aye, keep somethin' to yerself ye would na tell to ony!" That's your bank book. On every page there should be something nicer than on the page before. And every bank book should have a happy ending. On the last page the end should be: "Continued in our next." The bank book should be the foundation of the family library. People open the check book too often and the bank book not often enough. The check book's too full of reading matter.—SIR HARRY LAUDER.

Our Monthly Roll of Honor

Below is a list of employees retired at the meeting of the Board of Pensions December 29:

Name	Occupation	Years of Service	Date of Retirement
Nicholas Willwert	Carpenter, Burnside Shops	26	6/30/22
John E. Nelson	Foreman, Burnside Shops	36	9/30/22
John Davidson	Section Laborer, Leitchfield, Ky	17	10/31/22
Joseph S. Bradbury	Stationary Engineer, Mattoon, Ill.	19	10/31/22
Charles Hirschfeld	Asst. Foreman (B&B), Chicago Terminal	27	10/31/22
Samuel R. Crawford	Agent-Operator, Genoa, Ill.	43	10/31/22
James L. Dickinson	Engineman, St. Louis Division	41	11/30/22
Charles Stopfer	Laborer, Freeport Shops	27	11/30/22
Edward H. Groff	Clerk, Sioux City, Iowa	27	11/30/22
Thomas J. Murchison, Sr.	Agent, Troy, Tenn	20	10/31/22
Philip Adrian	Boiler Inspector, Waterloo Shops	41	12/31/22
Charles Steinke	Wheel Borer, Burnside Shops	31	12/31/22
Jacob Vet	Carpenter, Burnside Shops	27	12/31/22
Joe F. Randall	Engineman, Tennessee Division	38	12/31/22
Albert Davenport	Section Laborer, Valley, Miss	42	12/31/22
Yazoo & Mississippi Valley			
Alex Herbert	Pumper, Burnside, La	23	10/31/22

The following deaths of pensioners were reported:

Name	Occupation	Date of Death	Term as Pensioner
Ira D. Farrington	Conductor, Kentucky Division	12/ 5/22	5 months
Albert W. Bellows	Switchman, Chicago Terminal	12/ 9/22	9 years
William G. Kruger	Conductor, St. Louis Division	12/ 9/22	3 months
Harry H. Marks	Clerk, New Orleans Terminal	12/ 6/22	12 years
James W. Jones	Agent-Operator, Indiana Division	12/ 1/22	2 months
Alex Brown	Laborer, Tennessee Division	12/14/22	1 year
Mike Kelley	Engineman, Tennessee Division	12/16/22	6 years
Thomas Boland, Sr.	Section Laborer, Springfield Division ..	12/20/22	2 years
Joe Davis	Section Laborer, Mississippi Division ..	12/18/22	3 years
Yazoo & Mississippi Valley			
Henry Masters	Water Works Foreman, Memphis Div. ..	12/11/22	20 years

Traffic Department

Asphalt Traffic Is Handled in Liquid Form

By O. C. STEIN, Chief Clerk,
General Freight Department, New Orleans

A PREVIOUS issue of this magazine described the location of several oil-refining industries at stations on the Yazoo & Mississippi Valley Railroad—North Baton Rouge, Good Hope, Destrehan and St. Rose, La.

With the construction and operation of these refineries petroleum, refined oils and asphalt have come into being as things manufactured on our line.

The asphalt produced at these refineries is what is known as petroleum asphalt, having as its base crude Mexican petroleum, which moves from Mexico in tank steamers to these Louisiana ports, where it is refined through a heating process.

The crude oil is boiled in stills or re-torts, the first process bringing the light oils to the surface, after which the same process is applied a second time to remove the heavy oils; what remains is asphalt. The gradual boiling, with the increasing heat application, tends to harden or solidify the asphalt, so that the greater the temperature, the harder the asphalt.

Asphalt is sold on specifications providing for certain penetrations, which are determined by a scientific method known as the "penetration test." It is apparent, therefore, that no asphalt is produced until the orders are in hand, and then it is produced in accordance with the specifications as shown in the orders. For example, a road contractor having a contract for the paving of a stretch of road which must accommodate heavy travel will place an order calling for, say, 40-50 penetration, and the asphalt is then manufactured according to these specifications.

From this it is apparent that very little asphalt is stored after being manufactured.

How the "Penetration Test" Works

It may not be amiss here to endeavor to explain the so-called "penetration test." This test is made in the laboratories of the refineries by highly qualified and competent chemists with a scientific instrument which consists of a testing needle, an iron weight weighing 110 grams and a 3-ounce tin container. A sample of asphalt is placed in

the 3-ounce container and heated to a temperature of 77 degrees. The needle is then placed by the use of this instrument on the surface of this sample; the 110-gram weight then forces the needle to penetrate the asphalt for five seconds, and the distance this needle penetrates the sample fixes the solidity of the asphalt. For instance, on 40 penetration asphalt this needle would penetrate the sample 40/100 centimeter, or .15748 inch; under 225 penetration specifications this needle would penetrate 225/100 centimeter, or in other words .885825 inch. The penetration test is a known one for fixing the specifications in connection with the sales of asphalt and is recognized and approved by the American Society for Testing Materials.

Another method occasionally employed to determine the solidity of asphalt is the ring and ball test. A disk of bitumen (asphalt) held by a metal ring of prescribed dimensions is suspended in water or glycerine and a steel ball of prescribed weight superimposed. Through the uniform application of heat this specimen begins to melt (or, more properly, soften) and when it has fallen one inch the thermometer indication is taken as the melting, or softening, point.

All asphalts, of course, are not used in road construction. A considerable volume used for roof coating, known as roofing flux, is of a penetration or test degree from 111 to 225, depending on specifications.

Asphalt Kept Warm in Storage

With orders in hand the production begins according to specifications, the product being run into storage tanks of 60,000 to 100,000 gallons capacity, each penetration or grade being placed in a separate storage tank, where it remains just long enough to be tested and analyzed. In the meantime the asphalt in the storage tanks is kept heated by application of steam through coils connected with the storage tanks, the temperature ranging from 250 to 300 degrees Fahrenheit, depending upon weather conditions. During the winter it is, of course, necessary to apply the maximum steam allowance. After proper sampling and analyzing, the shipments are loaded, mostly in

tank cars, being pumped by powerful pumps from the storage tanks to the tank cars; consequently, the asphalt when loaded in the tank cars is in a heated state and of the same temperature as prevailed when the asphalt was in the storage tank. Tanks are loaded to the full shell capacity, rarely being loaded in the dome.

The average capacity of tanks in the asphalt service is 10,000 gallons. These tank cars are equipped with heater coils, so that steam may be applied at the destination to soften or liquefy the contents and thereby permit an easy flow.

Asphalt when loaded in a heated condition contains certain air pockets which disappear with contraction. As a result, almost immediately after loading, a shrinkage or lessening of the volume of asphalt is perceptible. With an outside natural heat rays temperature of about 120 degrees, asphalt will run freely from tank cars ninety-six hours after loading, so that during the summer months asphalt flows freely from tanks ninety-six hours after loading, while during the winter the free-flowing period is reduced to forty-eight.

Have to Reheat When Unloading

From this it will be seen that when asphalt is in transit five days or more it is almost impossible to obtain an easy flow in unloading; hence we note the equipment of the tank cars with heater coils, to which steam is applied at the destination, this method again softening the contents and

thereby permitting the easy flow necessary to unload the car.

Most asphalt shipments are loaded in tank cars, although some shipments of the very heavy paving or solid asphalts are made in steel drums approximating 380 pounds a drum, and this package in some instances is used for asphalt in a heated or liquefied condition.

The heavy movement of asphalt for road building to Northern destinations is during the spring, summer and early fall months, when conditions in such territories are ideal for this road building.

The movement to points in the South is almost continuous the year around.

During the last four or five years asphalt produced in this territory has become a considerable factor in the road-building program of this country. The territory served is not confined to points in the southern states, as there has been a considerable movement to points north and west as far as St. Paul, Minn. With the present campaign for good roads, asphalt should be an ever increasing factor in the construction of road highways.

The movement of petroleum asphalt as produced at these refining points has been an important one in the tonnage of the Illinois Central and Yazoo & Mississippi Valley railroads. With the increased road-building operations, the tonnage continue to increase in volume and importance.

Christmas Rush Was Test of Our Service

During the closing month of 1922 the employes in the Illinois Central suburban service at Chicago, as well as those in the through passenger traffic, were called upon to handle a tremendous increase of business. December was a test of the efficiency of the entire passenger traffic organization. The men who bore the brunt of this augmented strain acquitted themselves with credit.

During the month a total of 2,362,321 suburban passengers were carried over the Illinois Central at Chicago. On one day alone, December 16, more than 100,000 suburban passengers were handled. A total of 91,676 outbound through passengers also were carried during the month.

Regular suburban and through passenger train service was augmented by additional equipment to scheduled trains and also by extra trains in order to handle the traffic. All employes cheerfully contributed their share toward taking care of the abnormal increase of business.

The month showed a large increase in express shipments over the corresponding period of last year, as well as the preceding months of 1922. United States mail tonnage made a gain of about 60 per cent over that of December, 1921. These increases were taken care of without friction or strain at the Chicago terminals.

Mr. Markham's Christmas greeting to patrons of the Illinois Central System, distributed by employes during the holiday season, strengthened the ties of esteem between those who serve and the public that is served, making easier the task of transporting the people to and from the city during one of the busiest Christmas periods in the history of Chicago.

Two-thirds of "promotion" is "motion." If you want to get ahead, get a move on. Hustle. Learn something about many things and all about one thing, and you're bound to keep moving—up.—*The Night Watchman.*



There Is No Real Compensation for Injury

By A. I. BENTZ,

Iowa Division Conductor

NOW that the winter season is again with us and has brought along its increase of hazard through snow, ice, cold, fog and other causes of personal injury, I think it fitting to bring before the mind of each and every member of the Illinois Central System employe family the necessity of exercising the greatest preventive of personal injury possible, which to my mind is thought. We are all equipped with minds that have the ability to think safety and protection, without interfering with our duties to employer or ourselves.

The cemeteries from end to end of our railway system have a goodly sprinkling of unfortunate employes who failed or did not deem it necessary to think "prevention of injury." Again, look into any of the hospitals, and there you will find another group of employes who neglected to use that marvelous preventive of injury—thought. I do not contend that all cases of injury can be avoided by thinking, yet we all will admit that a very considerable percentage could be eliminated if all of us thought prevention of injury, which would bring us close to the goal of protection of life and limb and permit us uninterrupted pay checks and whole bodies. It matters not what department we represent, from the most menial position to the highest, we can and ought to think of prevention of injury, not alone for ourselves and fellow-employes but also for the public which comes in direct contact with us. We all know that the company we represent has gone to an enormous expense to equip itself with modern safety appliances to prevent personal injury. Every employe remaining in the employ continuously is assuredly an asset, while the injured employe is a sure liability. The company has done its part, and one cannot but think: Are we doing ours?

No Real Compensation for Injury

Any employe is certainly a fool who is willing to forego the joy of health for the compensation paid the injured.

I do not recall, regarding a single accident that has come to my attention in the



A. I. Bentz

twenty-seven years I have been in the employ of the Illinois Central, that I would have been willing to undergo one-fourth the inconvenience and pain that every person I ever knew to receive an injury was forced to undergo for the compensation received, not taking into account the suffering and hardship necessarily forced upon my family.

Why does the colt, driven for the first time up to a threshing machine or automobile, tremble and bolt from left to right to get away? Just thinking of the prevention of injury.

Why does the fox, 'coon or rabbit double back on its trail when pursued by its foes? Is it for the fun of giving them the longer run? Oh, no! Just thinking of the prevention of injury.

Why does the bull-frog, when it sees the lad approaching with club in hand, leave the sunny bank of the pond or creek and dive to the bottom, burying itself in the mud or under a rock? Just another creature—and, as scientists claim, the creature with the least brains of any—thinking of the prevention of injury.

Four Reasons to Avoid Injury

Now shall we allow these dumb creatures to give us warning every day and not heed it?

There are four outstanding reasons why each and every one of us should think prevention of injury at all times:

First, our duty to our employer, from whom we receive the wages that make it possible to keep together the home we have and to provide for the loved ones dependent upon us;

Second, our duty to ourselves, for if we do not think prevention of injury we may soon be crippled wrecks and hindrances to our loved ones instead of helps and protectors;

Third, our duty to our family, who are dependent upon us for the necessities of life and who look to us for a continuance of that which is rightfully theirs;

Fourth, our duty to God, who has given us a wonderful body to live in and a more wonderful mind to use for its protection and who will surely ask an account of the care we have given this earthly temple he has lent for our human habitation. Will he accept our "I did not think" should we be called upon to return a maimed or broken body to him?

Children Put "Safety First" Into Verse

By C. H. WILLIAMS, Sr.,
Freight Office, Jackson, Miss.

"Safety First," addressed originally to transportation employees, has ramified until it is indorsed by all industries, practiced by the public and taught in the schools. A concrete example of the latter is to be found at Jackson, Miss., where Miss Marcia Gibbs, principal of the Poindexter Grammar School, makes it obligatory for every child to study the basic principles of this wonderful panacea for human accidents.

Recently Miss *Dorothy and Helen Gibbs* started a contest among the younger pupils to see who could write the most effective verse carrying the "Safety First" idea as it appealed to each child. The prize was the privilege of dressing in fancy costume and reciting the winning verse before the assembled school-children.

Both of the two beautiful children shown in the picture, Helen Frances and Dorothy



Glenn, daughters of J. A. Hardy (an employe of the Illinois Central for sixteen years, at present night chief clerk in the Jackson freight office), won prizes. In this picture they are not, as might be supposed, dressed for a Japanese tea party, but were snapshotted as they were ready to appear before the school.

The verses which these two clever children composed are:

I am not to play with fire,
Nor to touch a broken wire.
A light pole I am not to climb,
For fear that danger comes behind.
Stop, Look and Listen
For the cars that may be nearing.
"Safety First" is my pledge,
No matter where I may go.

HELEN FRANCES HARDY, age 10.

Don't you point your gun at me
For your fun I cannot see.
For my motto, you will know,
I don't go where freight trains go.
If you make safety your line
You will see no trouble comes behind.
My slogan, "Stop, Look, Listen."

DOROTHY GLENN HARDY, age 8.

There is an old saying in college that in case of freshmen you must "catch 'em young, treat 'em rough and tell 'em nothing." In the case of the children at Poindexter School, Jackson, it is apparent that they "catch 'em young, treat 'em gently, and teach 'em everything."

Recent Engineering Promotions Announced

Edward L. Crugar, former district engineer of the Illinois Central at New Orleans, has been appointed engineer of construction for the Illinois Central System, with offices in Chicago. J. W. Kern, Jr., is appointed district engineer of the Southern Lines, with headquarters in New Orleans.

G. M. O'Rourke is appointed roadmaster of the St. Louis division, headquarters at Carbondale, Ill., to succeed Mr. Kern. C. W. Lentz is appointed roadmaster of the Indiana division, with headquarters at Mattoon, Ill., succeeding Mr. O'Rourke.

L. H. Bond is appointed assistant engineer maintenance of way, with headquarters in Chicago, to succeed W. G. Arn, appointed chief engineer, Chicago terminal improvement. M. M. Backus is appointed district engineer, Northern Lines, with headquarters at Chicago, to succeed Mr. Bond. J. E. Fanning is appointed district engineer, Western Lines, with headquarters at Waterloo, Iowa, to succeed Mr. Backus. N. R. Hill is appointed roadmaster of the Iowa division, with headquarters at Fort Dodge, to succeed Mr. Fanning.

NEWS OF THE DIVISIONS

CHICAGO TERMINAL

E. C. Harper

Chief Accountant

Congratulations are in order for C. D. Turley, assistant engineer, who is the proud father of twins—a boy and girl—born Saturday, January 13.

Our business solicitation campaign on the Chicago terminal is going well. It is pleasing to announce the record of Flagman C. C. Monds. Passengers solicited and obtained between Chicago and St. Louis during 1922: January, 2; February, 3; March, 7; April, 11; May, 22; June, 28; July, 12; August, 4; September, 7; October, 10; November, 8; December, 33; various other points during the year, 81; permanent suburban passengers, 90.

Suburban Passenger Service (Marion Pressler)

Pensioner Albert W. Bellows passed away December 9. Mr. Bellows was formerly employed as a switchman at Randolph Street station.

Recently, during the evening rush hour on our suburban trains, a woman passenger lost her bearings in a heavy cloud of steam and stepped between an engine and a car, falling to the ground. The train standing at the platform started to move about the time this woman fell. Conductor L. L. McDonald, on the next platform, observing the condition, immediately got under the platform and prevented the woman, who was only slightly injured, from attempting to get out until the train cleared.

Sympathy is extended to Gateman G. B. Wyllie, who recently lost his wife and son-in-law within a few days of each other.

(A. E. Johnson)

On the morning of December 18, as train No. 150 had started to leave the platform at 63d Street, a passenger came running up the steps to board the train. The train was made up of three Sullivan steel coaches. He tried the side doors, but found them locked. There was so much steam escaping from the coupling between the engine and the car that he was unable to see there was no platform on the car. Nevertheless, he made a leap for the place he thought the platform should be. Conductor Boylan, who had walked up to the head end to ascertain the cause of the escaping steam, saw him lunge forward. Conductor Boylan grabbed him and pulled him back, thus saving him from instant death. The man followed on the next train to Randolph Street, hunted up Conductor Boylan and, disregarding Mr. Boylan's insistence that a reward was not in order, since he was only performing his duties, pushed \$50 in Mr. Boylan's pocket.

Fordham Yards (D. O'Connell)

Disposition Clerk Edwin Hayes of Wildwood has returned to work, after having been absent several days, due to illness.

Chief Yard Clerk Ralph Kinne was absent from duty a few days recently, due to the illness of his wife. The latter is now much improved.

Yard Clerk Joseph Walsh, who has been absent for some time, due to illness, has returned.

Car Carder John Roth informs us he has purchased a home of his own in Harvey, Ill.

Harvey, Ill. (F. W. Wright)

E. Cornell has transferred from the accounting

department at South Water Street to the agent's office at Harvey to fill the vacancy left by the resignation of J. A. Collins, rate clerk.

ILLINOIS DIVISION

George Strauss

Office of Superintendent

A baby girl, Phyllis Anne, was born to Mr. and Mrs. L. H. Thoele of Effingham December 27. Mr. Thoele is ticket clerk at Effingham.

R. L. Tooker, formerly operator at Effingham, has been appointed dispatcher at Champaign.

Miss Neva Jackson of Champaign and Harold E. Walters, accountant in Mr. Hevron's office, were married at the home of the bride's parents December 31. They then enjoyed a two weeks' honeymoon in Jacksonville, Fla.

Frank Gorman, who has been employed as ticket clerk at Champaign, has accepted a position as ticket clerk at Central Station, Chicago.

Marvin Cummins has accepted a position as supervisor's clerk at Gilman.

Miss Grayce Ferguson has accepted a position as stenographer in the yardmaster's office, Champaign.

INDIANA DIVISION

Florence McShane

Secretary to Superintendent

Office of Trainmaster, Palestine, Ill. (Olive Gibler)

Orville O. Wesner, 29 years old, an Illinois Central employe, received an injury December 28 while working in the shops at Palestine. Mr. Wesner was struck in the head by a wrench while at work. He was taken to the Robinson, Ill., Hospital, Wednesday, January 3, where an operation was performed in an attempt to save his life, but the operation was unsuccessful and he died at 7 o'clock that evening. Mr. Wesner came to Palestine several years ago from Oaktown, Ind., and had made Palestine his permanent home. He leaves a widow, daughter, father, mother, four brothers and two sisters and other relatives. Mr. Wesner entered the service of the United States Army during the World War, June 28, 1918, and served in Company M, 4th Battalion, 22d Engineers. He spent ten months overseas, being discharged July 3, 1919. Funeral services were held at the Christian Church, Palestine, December 29.

John B. Sumner, brakeman on the Indianapolis-Effingham district, received a personal injury while doing some work at Mount Perry station at 5:45 p. m., January 8. Train No. 392, on which Brakeman Sumner was the flagman, stopped to do some work at the Templeton track near Mount Perry. The caboose stopped about midway on Buck Creek Bridge and Flagman Sumner picked up his red and white lantern and stepped off the caboose at the bridge, not realizing where he was. He fell to the bottom of the bridge, breaking two ribs and receiving other body bruises. Mr. Sumner was at once taken to the St. Vincent Hospital at Indianapolis, and District Surgeon Ensminger was called. Mr. Sumner's condition is somewhat improved, but, due to his age (57), his recovery will be slow.

Office of Agent, Evansville, Ind. (A. W. Walling)

Effective December 16, H. B. Hopkins, former commercial agent of the Tennessee Central Railroad at

One Hundred Five

Nashville, Tenn., was appointed city freight and passenger agent at Evansville, Ind. Mr. Hopkins has recently moved his family to Evansville.

Wednesday, January 10, A. B. Dade, veteran race starter, died at New Orleans, La., of heart trouble. Mr. Dade was the most renowned starter in the United States, his acquaintance extending from coast to coast. He had officiated at races in the United States, Canada and Mexico. Dade Park, the newly built race track near Evansville, is named after Mr. Dade.

A son, Fred, Jr., was born to Mr. and Mrs. Fred B. Miller December 27. Mr. Miller is accountant at Evansville station.

Indianapolis, Ind. (Margaret Clifford)

M. L. Costley, general freight agent at New Orleans, stopped off on his way to Chicago and renewed his acquaintances January 12 and 13 and talked with our patrons.

Agent Ward, after having difficulty in obtaining help, has hit on a plan to employ clerks from big families. He now has three clerks representing thirty-four persons in the families. He knows now he will have help.

Mabel Swearingen, clerk, transferred from local office, Bloomington, to local office, Indianapolis.

Office of Chief Dispatcher (W. C. Scott)

Operator J. R. McGowan has been appointed to the agency at Wheeler, Ill., vice Harry Feldman, who goes to second trick at Cass, Ind.

Operator Charlie Mehringer has returned to work at Wisconsin Street, after a continued absence while handling special work in the agent's office, Indianapolis.

Telephone Operator Myrtle Flaherty has been absent from duty a few days on account of sickness; Miss Greta Crabtree relieving her.

Dispatcher J. W. West is now happily living at home, having moved his family here from Lewisburg, Tenn.

We are glad to report that Mrs. E. L. Smith, wife of Dispatcher Earl Smith, has completely recovered from an operation performed recently.

Dispatcher Morgan Storm is now "grandpa," a fine son having been born to his son, Merle, and wife.

Business is very good on the Indiana division, showing a considerable increase to date over last month.

Our division handled several of the new Mikado and Central type locomotives through Indianapolis en route to Chicago and Centralia.

Office of Agent, Mattoon, Ill. (W. P. Wooldridge)

The agent's office is now equipped with more telephones, which will be a great convenience to the public. Below is given the new arrangement: No. 196, agent or chief clerk; 585, cashier; 256, OS&D clerk; 254, rate clerk; 159, foreman.

Accountants' Office (Norieanne Quinn)

The week before Christmas, Mrs. C. W. Stephenson, wife of Timekeeper Stephenson, while visiting her son, Robert, in Evansville, Ind., fell and broke her leg. She was in the hospital there several days, when she was removed to Mattoon. She is now slowly recovering.

Office of Master Mechanic (Flora Adrian)

J. H. Cobb, gang foreman at Evansville, Ind., was promoted to night roundhouse foreman at Mattoon, Ill., November 16; Holland Brown, night foreman at Mattoon, to machine foreman; William Lofgreen,

One Hundred Six

machine foreman at Mattoon, to night foreman, Indianapolis.

I. Walton, stockroom laborer, has returned to work after being off duty on account of an injury received by being run over by automobile while riding his bicycle home from work December 26.

Miss Pearl Powers, daughter of General Car Foreman and Mrs. C. C. Powers, 2705 Richmond Avenue, Mattoon, Ill., recently became the bride of Horace J. Dole. The Rev. Marion Hull, pastor of the Presbyterian Church, read the ring ceremony in the presence of about sixty guests. Leslie Dole, brother of the groom, and Miss Ruth Champion were the attendants. A buffet dinner followed the ceremony, the color scheme of pink and white being carried out throughout the dining room. Following a trip to St. Louis, Mo., and Quincy, Ill., the young people will make their home on a farm two miles west of Mattoon, where the groom has a new bungalow already furnished for his bride. Mr. Dole is a son of Mr. and Mrs. W. E. Dole, living northwest of the city. He is a graduate of the Mattoon High School and of the Quincy Business College, Quincy, Ill. His bride is also a graduate of Mattoon High School and later attended the University of Illinois.

Office of Roadmaster (Bonnie Snorgrass)

Effective January 1, C. W. Lentz, chief building inspector at Chicago, assumed his duties as Roadmaster of the Indiana division, succeeding G. M. O'Rourke, promoted to the St. Louis division.

Forest Abel, formerly messenger in the superintendent's office, has accepted a position as clerk to Supervisor J. C. Crane, Mattoon. John Roberts is the new messenger.

Office of Superintendent (Zella MacNair Rose)

Since E. C. Craig of the firm of Craig & Craig (our local attorneys) has been appointed general attorney for the Illinois Central at Chicago, Mr. Craig has departed from Mattoon to assume his new duties in the general office, and his family will join him in the near future.

C. J. Walker, supervising agent, Mattoon, was taken suddenly ill January 12 with an acute attack of appendicitis. It was found on examination by Company Surgeon Baker that it would be necessary for Mr. Walker to submit to an emergency operation, and on January 13 he was operated on in the Illinois Central Hospital in Chicago.

John Warren & Sons of West Liberty, Ill., dressed 3,000 geese, shipping them to New York for the Christmas market. They also dressed between 3,000 and 4,000 turkeys and shipped them to New York for the Thanksgiving market, which gave the Illinois Central a nice revenue.

On December 16, O. R. Marriott, agent at Dieterich, Ill., was married to Miss Mary Smith of Newton, Ill. After a simple ceremony performed at the Methodist parsonage at Newton, the bride and groom left for a few days' honeymoon with friends and relatives at Decatur, Ill., returning to Dieterich December 30. Mrs. Marriott is an accomplished musician, having been graduated from the School of Music of Milliken University, Decatur. She will be greatly missed in Newton, as she has taught there since leaving college and has been active in musical circles.

Milton Dorsey, agent at the Mattoon freight house, now on a leave of absence, has been visiting his son, Blaine, in Phoenix, Ariz., and expected to remain there during January. Mr. Dorsey is on his way east, after having spent six weeks on the Pacific Coast.

Office of Trainmaster, Mattoon (Essie Reams)

C. A. Keene, trainmaster, has been in Chicago

Illinois Central Magazine

the last few days. He went to visit his mother at Edwardsburg, Mich., for a day, after which he came back to Chicago and went to the Illinois Central Hospital for the removal of his tonsils. Reports indicate he got along well.

On December 23, at the Methodist parsonage at Evansville, Ind., Conductor M. D. Alsop and Mrs. Clarice Feutz were united in marriage. They spent the holidays in Cleveland, and expect to make their home in Mattoon as soon as Mrs. Alsop can be relieved from her duties as teacher in the Olney schools.

On December 15 Pat Stuckover, switchman, left Mattoon for a tour of the East. His trip will include Buffalo, Niagara, Syracuse, New York City, Philadelphia and Washington, D. C. Postcards indicate he is at present in New York City.

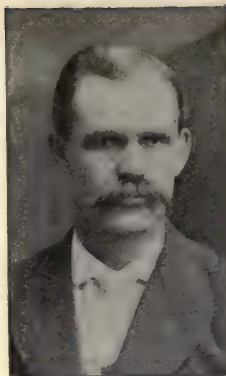
Carpenters have been busy around the yard office in the last few days altering things in order to make a place for the recently acquired trainmen's board—a gift from the chief train dispatcher.

Norman McLeod, pensioned machinist, Mattoon, Ill., is now, as ever, a booster for the Illinois Central. One day in December last, a friend of Mr. McLeod's casually inquired of him which was the best route to Detroit. Mr. McLeod promptly informed him about the Illinois Central's service by way of Chicago. The friend remarked that someone had told him that another road had a cheaper rate to Detroit. The next morning, when the friend was leaving on an early train, Mr. McLeod arose early and went by for him, and together they went to the station, where the ticket agent informed them that the other road would be a little cheaper. In spite of this, Mr. McLeod prevailed upon his friend to take the route he had laid out (which he himself had often done) and assured his friend that he would surely get there on time and enjoy the trip, too. Mr. McLeod in a few days received a letter from his friend telling him of his pleasant trip and thanking him for the interest he had taken.

Favorable entry has been made on the efficiency records of Brakemen P. A. Vatchett and Gus Overwieser, who fired the engine of train No. 293 from Bethany to Mattoon, Saturday night, December 9, when Fireman A. W. Butts was injured at the water tank at Bethany, Ill.

Shushan Temple No. 180, Dramatic Order, Knights of Khorassan, located in Mattoon, Ill., recently received an official visit from Gus Meece of Spokane, Wash., who is the Imperial Prince of that organization. Mr. Meece has been traveling for more than a year inspecting various temples, and Shushan Temple was the 123d visited on this inspection trip. Mr. Meece realized that Mattoon has the second largest lodge of Pythians in Illinois and that the Mattoon "Dokkys" are well and favorably known throughout several states; he therefore spent two days in our city. A banquet served in his honor at the Association of Commerce Building was attended by about 250 members, many of our railway men being among them. Mr. Meece delivered a pleasing address, in which he complimented the local temple highly and recalled that, as a broom manufacturer in Spokane, he bought his broomcorn in Mattoon and had previously visited our city in connection with his broom business. Mrs. Meece accompanied her husband on the trip to Mattoon.

Charles H. Munson, for many years a resident of Mattoon, Ill., was fatally injured when struck by a United States mail truck in Evansville, Ind., about 6 o'clock Saturday evening, December 2. He was taken to a hospital, where he died in a short time without regaining consciousness. His skull was fractured. Mr. Munson, whose home was in Evansville,



C. H. Munson

now the Indiana division of the Illinois Central, as a bridge carpenter, an occupation he followed for a number of years. In 1888 he became a fireman on the road, and in a few years he was promoted to engineer. For a number of years immediately preceding his death he had been employed as an engineer in the yards of the Illinois Central at Evansville. On September 22, 1887, Mr. Munson married Miss Rosella Althause of Parkersburg, Ill. Surviving are the widow and one son, Roy A. Munson of Freeport; the mother, Mrs. S. P. Munson of Mattoon; two brothers, Will W. Munson of Monmouth and Harry A. Munson of Brazil, South America; three sisters, Mrs. Ed Severns of Mattoon, Mrs. Ed Warren of Villa Grove and Mrs. Will Beer of Mount Clemens, Mich. Mr. Munson was a member of the Masonic Lodge, the Loyal Order of Moose, the Brotherhood of Locomotive Engineers and the Court of Honor.

SPRINGFIELD DIVISION

Della Morrison

Office of Superintendent

Office of Agent, Clinton, Ill.

E. R. Ewy, formerly employed in this office and now temporarily employed with Mr. McPike at Chicago, spent Sunday, December 31, with his family in this city.

Miss Anna Murphy is absent from her duties as stenographer on account of illness of her mother. She is succeeded by Miss Nancy Ely.

Verne Westerholt is being temporarily employed as freight clerk, relieving William Crum, who has been granted a ninety days' leave of absence.

Curtis Borton, receiving clerk, who was taken seriously ill a few weeks ago, is now convalescing and has gone to Oklahoma City to spend a few weeks before returning to his work.

Leonard Brooks, employed in the warehouse, received a message that his sister had been taken seriously ill on January 1 and had been taken to the hospital in Bloomington. It is now reported she is recovering.

Verne Westerholt and Calvin Long of the freight house force starred in a recent basketball game between Clinton and Mansfield at the latter place. After a fast game, the score was 32 to 29 in favor of the local lads. The local team has a remarkable record for this season, having lost no games.

Clinton Shops (Flora Drago)

John Putnum died at the John Warner Hospital, Clinton, on November 17. Mr. Putnum was born at Greensboro, N. C., April 15, 1855. If he had

been able to work until February 4, 1923, he would have been in the service of this company thirty years. He entered the service of the Illinois Central as a car repairer and held a position on the wrecking crew. Faithful service was the cause of his being quickly promoted to gang foreman, a position he held for several years. On account of poor health he was forced to give up this position and resume his work as a caboose carpenter, which he held until the time of his death. During this period of service he never missed a single pay check. Funeral services were held at the home on November 19. His widow, two sons, Otis and Guy, and a host of friends mourn the loss.



John Putnum

Accounting Department (Ethel Jones)

Otis Miller has returned to work after several days' illness, feeling considerably better.

Lee Ely recently received a severe sprain in the back of his leg while playing volley ball with his children.

Clinton Storehouse (Esther Jones)

Authority has been issued for a 67-foot extension to the road department storehouse platform for storage of frogs and switches, which will add materially in maintaining and caring for this classification of stock.

The supply department has taken possession of the extension to the road department storehouse and is using it to store a stock of roadway material.

William Neely, electrician's helper, is ill with pneumonia at his home in Dewitt.

Line Stockkeeper A. Howard recently purchased an automobile.

Decatur Yard (Fon E. Hale)

E. L. Hale, veteran engine foreman, was off duty from December 26 to January 9 with a bad infection on his neck.

H. Kippenhan, switchman, was off duty with a sprained ankle from December 14 to January 2.

Clinton Shops (C. E. Gray)

Machinist Frank Schock has been promoted to assistant roundhouse foreman, day shift.

Engines Nos. 3001 and 3534 have been received on the Springfield division. Both engines have been set up and are now in service.

Engines Nos. 3525 and 3526 passed through Clinton January 9 en route to the St. Louis division.

The Springfield division handled a students' special from St. Louis, Mo., to Champaign, Ill., January 3. Engine No. 1054, with Engineer Hoyt, handled the train, maintaining the enviable reputation of the Illinois Central for "on time" schedule. Many expressions of satisfaction as to the handling of the special have been received.

Decatur, Ill. (Helen Krafft)

New arrivals in the freight office are Francis Mahan, bill clerk; Oleva Parsons, stenographer, and Russell Wykoff, claim clerk.

One Hundred Eight

C. J. Miller, engine foreman, and Mrs. Arrington were married December 30. They have gone to Ohio and other eastern points for an extended trip.

Pana, Ill. (H. J. Lynam)

The *Pana Palladium* of December 28 had the following to say: "Courtesy of a Real Railroad—Northbound Illinois Central passenger train No. 120, due out of here at 11 a. m., was delayed here in the North yards about ten minutes Wednesday morning.

"Mrs. Grace Purdy of Chicago, who has been here visiting relatives, was returning home on this train. After the train had left the station, she discovered that she had left her purse—containing all her money and her ticket—lying on a seat in the waiting room.

"She notified the conductor, and the train was stopped in the North yards and held until a small boy on a bicycle could take the purse up to the waiting train.

"Simply another example of Illinois Central courtesy."

Local painters of the Springfield division have been beautifying Illinois Central property in Pana. As we look east, west, north or south, all we see are yellow and red—bright, brighter, and brightest.

Clinton Storehouse (Esther Jones)

Accountant C. F. Clemons recently returned from spending Christmas with his parents in the Ozark Mountains of Missouri, along Lake Taneycomo. Mr. Clemons reports a fine trip and says the Missourians



On Lake Taneycomo

were having regular spring weather. Lake Taneycomo is said to be the coming summer resort of the Middle West. A power dam at Forsyth, Mo., supplies electric power for Springfield, Joplin, Carthage, Aurora and other places. Forsyth is located a few miles from the home of Mr. Clemons' parents.

Superintendent's Office

On the night of January 8 a number of friends gathered at the home of Trainmaster Frank Walker and gave him a surprise in honor of his 37th birthday. An enjoyable evening was spent. The main feature was an enormous birthday cake bearing thirty-seven candles, which was disposed of.

Work on the new telephone exchange is progressing rapidly, and the present indications are that the work will be completed and service installed not later than February 15.

Business on the Springfield division continues to show a steady increase, December being the second largest month in tonnage in the history of the division.

Our division editor, Miss Della Morrison, enter-

Illinois Central Magazine

tained all the young women of the general office force at her home the evening of December 28.

Trainmaster's Office (Clara M. Hoyt)

O. R. McClelland, Clinton district conductor, who is receiving treatment in the John Warner Hospital, is in a serious condition. Mr. McClelland is suffering from cerebral hemorrhage, having been stricken at Pana, Ill., December 13. C. S. Steger is taking his place on passenger runs Nos. 102 and 105.

Mrs. George Thomas, wife of Switchman Thomas, died Sunday, January 7, after an illness of several weeks.

A switching crew in charge of Engineer F. C. Wright and Engine Foreman C. McConiga was placed in service at Vandalia, Ill., December 11.

Brakeman Charles Thorpe was called to Crookston, Minn., January 9, on account of the death of his mother.

Fred Sallee, one of the passenger flagmen on runs between Freeport and Centralia, has been transferred to the Illinois division in a similar capacity.

Conductor J. L. Ford is receiving treatment in the company hospital in Chicago. Mr. Ford has been in poor health for some time. Conductor T. W. Johnson is relieving him on trains Nos. 17 and 18.

Harley S. Roberts, employed as brakeman on the Clinton district for the last three years, died at his home, 114 East Woodlawn Street, Clinton, December 16, typhoid fever being the cause of his death. Mr. Roberts was a native of DeWitt County, and previous to his employment as a brakeman had lived on a farm near Lane. He was considered a careful employee and will be missed by his co-workers. He is survived by his widow and two children.

Conductor and Mrs. O. H. Lawson are enjoying a vacation in Florida. Conductor J. J. Millan is taking his place on trains Nos. 19 and 20.

Frederick Neal Tarvin, son of Conductor and Mrs. R. H. Tarvin of Pana, Ill., died in the Fitzsimmons Hospital, Denver, Colo., December 27, of tuberculosis contracted during his service in the United States Navy during the World War. He was 21 years of age. He was buried in Pana with full military honors. Besides his parents, he is survived by four brothers and one sister.

R. I. Murray is relieving E. A. Rambo as passenger flagman on runs between Gilman and Pana. Mr. Rambo has been ill with pneumonia.

Chief Dispatcher's Office (Gladys Westerholt)

At a dinner party given at the home of Mr. and Mrs. O. B. Koontz on January 2, 1923, was announced the marriage of Dispatcher O. S. Jackson and Miss Helen Grason, both of Clinton, who were married in Peoria on April 25, 1922. They will make their home in Clinton, renting an apartment in the Bianucci flats.

O. L. Oxley has taken the position as agent at Thomasville, effective January 10.

F. J. Stuber, agent at Chestnut, is off duty for a few days.

C. E. Bowman, operator at Waggoner, had an operation performed for goiter in the Chicago hospital January 15.

L. C. Grandfield, operator at East Junction, Clinton, and Miss Helen Wible of Mason City were united in marriage in Peoria on Saturday, December 23. Mrs. Grandfield is a graduate of Normal University and is a musician of considerable talent, having won several vocal contests. The couple will reside in Decatur for the present, but hope to make Clinton their home.

Russell T. Ward was installed as agent at Mont. Ill., effective December 20. This is a new position which was made necessary on account of heavy interchange with the St. L., T. & E. and the Illinois Terminal at this junction.

Mr. and Mrs. W. H. Rooker have returned to their home after an extended vacation in Arkansas.

R. C. Fortman, operator at East Grand Avenue, is off duty on account of illness.

Road Department (John Phillips)

Water Service Foreman P. V. Grimes was the principal speaker before the Rotary Club of Pana, Ill., on December 19.

A Pease vertical blue-printing machine has been received for the use of the engineering department.

C. C. Catlin, one of the oldest and most respected passenger engineers on the Springfield division, died of pneumonia on December 10. Mr. Catlin was born in Mineral Ridge, Boone County, Iowa, on October 1, 1856. When he was about 2 years of age, his parents moved to Keithsburg, Mercer County, where he grew to manhood. When 19 years of age he accepted a position at that place in the roundhouse of the Rockford, Rock Island & St. Louis Railroad Company. After working in the roundhouse approximately a year, Mr. Catlin sought and obtained a position as brakeman, and within a few years he was promoted to position as conductor. Later he took up locomotive firing. After four years and two months in this service he was promoted to engineer on the Chicago, Burlington & Quincy. After leaving that service on February 27, 1888, as a result of labor trouble, Mr. Catlin obtained employment as an engineer with the Chicago, Peoria & St. Louis Railroad in the spring of 1889. After about three years' service he resigned and took up farming. The following years were spent in agricultural pursuits. He then left the farm and went back to railroading, entering the service of the Wabash in 1895 as an engineer. He later became affiliated with the St. Louis, Peoria & Northern, a road which was purchased by the Illinois Central in 1899. Mr. Catlin up to the time of his death had charge of one of our passenger locomotives, the duties of which position he discharged in a careful and conscientious manner. Mr. Catlin leaves to mourn



C. C. Catlin

his death, his widow, two sons, one daughter, one brother, one sister and three grandchildren, besides a host of friends. He was laid to rest on December 13 in Oak Ridge Cemetery at Springfield.

ST. LOUIS DIVISION

J. W. Brown

Office of Superintendent

R. C. Gurley, yard clerk at Mounds, was married to Miss Virginia Childers on January 6. Miss Childers was formerly a teacher. They took a honeymoon trip in Florida and will reside at Mounds.

Myron Brooks, timekeeper in the division office, was married December 25 to Miss Nell Scott of Slater, Mo. They are residing at 516 South Illinois Avenue, Carbondale, where they will be glad to receive any of their friends.

Thompson Randolph of Carterville, Ill., 75 years old, died January 10. Mr. Randolph was the father of Mrs. T. A. Robertson, wife of Road Supervisor T. A. Robertson, and was the grandfather of Max Robertson, messenger in Superintendent Atwill's office.

Horace Mick of Carbondale and Miss Emma Cecil of High Point, S. C., were recently married. Mr. Mick has been employed by the Illinois Central in the water works department for a number of years. He was in the World War. They will reside at 308 South Washington Avenue, Carbondale.

Carl Etherton, M. C. B. clerk, car department, Carbondale, and Miss Cecil Baker of Carterville, Ill., were married recently. They will reside in Carbondale.

There was born to Mr. and Mrs. I. B. Earle of Carbondale on December 21 a 10¼-pound girl. Mr. Earle is an instrumentman for the Illinois Central.

With a steadily improving market, the coal mines in Southern Illinois set a new production record in December for the months since the end of the strike. December production of eighty-three mines reporting to the Coal Operators' Association of the fifth and ninth districts was 1,589,619 tons, as against 1,404,637 tons in November and 1,539,330 tons in October, the second highest month in production.

J. E. Link, section foreman, Tamaroa, Ill., died December 6, 1922, of heart trouble.

W. S. Treece of Anna, Ill., recently found a rail sticking up in the ground and protruding across the track, and removed it, preventing what might have resulted in serious trouble.

L. E. Profilet, Jr., Cairo, Ill., working under Agent F. M. Block, Cairo, has taken a thirty days' leave of absence to take a honeymoon trip.

O. H. Holcomb, switchman, Centralia, Ill., working under Trainmaster Gibbs, died December 31.

J. J. Greer, cashier, freight office, Carbondale, is still confined to his home on account of ill health.

Ralph Sanders, Centralia, has been awarded the temporary position of clerk in freight office, Carbondale, to take the place of W. E. Baggett, who has taken the temporary position of cashier.

Albert Mileur, Murphysboro, Ill., has been appointed messenger in the superintendent's office, Carbondale.

Miss Helen Grief has taken a position as clerk to Trainmaster F. E. Hatch, Carbondale, as E. L. Clayton, who formerly held the position, has been appointed statistician.

Everett Holman has taken the position as clerk to Supervising Agent B. F. Williams, made vacant by the departure of Miss Helen Grief. Miss Lura Bell has taken the position made vacant by Mr. Holman's departure.

Mechanical Department, Centralia District (Thelma C. Gilpin)

Centralia shop has just been notified that, in addition to the \$41,000 worth of new machinery received
One Hundred Ten

and installed in the local shop, \$19,635 worth has been authorized on the 1923 budget and will soon be shipped to Centralia to be installed. In addition to this, Mounds will also receive \$6,370 worth of new machinery.

During the week of January 8, Centralia shop received and set up three Central type locomotives from the Lima Locomotive Works. In addition to this, we are informed that several more are to be sent us at Centralia for the Illinois and Springfield divisions. We have also received three Mikado type locomotives from the Schenectady Locomotive Works and expect to receive more to be set up and put in service on the Illinois and St. Louis divisions.

Engineer Frank Otto was discharged January 12 from the Illinois Central Hospital. He had been there since the early part of December.

E. J. Ellis, engine lister at the roundhouse, is in the Illinois Central Hospital at Chicago, having undergone an operation for appendicitis on January 8.

Roundhouse Foreman Ralph Westbrook has been confined to his bed the last two weeks, due to an attack of muscular rheumatism. Mr. Westbrook so seldom loses time that his absence causes considerable inquiry and comment, this being the first time he has actually lost time for three years. We are glad to report at this time he is much improved.

At a 6 o'clock dinner given by Miss Thelma Gilpin for the girls of the master mechanic's office on December 23, Miss Maude Wallis announced her engagement to Herbert L. Chaffee of Fort Wayne, Ind. Miss Wallis has been field clerk in the master mechanic's office for a number of years. The date of the wedding has not been learned, but it will probably take place some time in the early spring.

It is with a great deal of regret that Centralia reports that, effective December 1, Engineer James L. Dickinson retired as an active locomotive engineer. Mr. Dickinson entered the service as a locomotive fireman March 1, 1882, and his name appeared on the payroll for each month during the entire forty years with the exception of October, 1920, at which time his wife died. Mr. Dickinson leaves the active service beloved by officials and employees alike. He also leaves the service with a reputation of being one of the best engineers that any railroad ever had in its employ. It is not uncommon to hear the train dispatchers talk about the safe runs and the on-time runs that Mr. Dickinson handled. Section men also talk the same way. In the many years of service on the Centralia district, he had become so well known that few failed to recognize him. He had an enviable service record. Mr. Dickinson is 62 years old and one of Centralia's most respected citizens. The immediate cause of his retirement was a slight heart affection. On the advice of the chief surgeon, Mr. Dickinson decided to retire from active work.

Freight Office, Herrin, Ill. (H. L. Tygett)

I. C. Straker, switchman, Herrin yards, ventured into the matrimonial field a few days ago, changing the name of one of our bill clerks, who was formerly Miss Ruth Chew. They will reside in Herrin.

WISCONSIN DIVISION

J. A. O'Neill

Office of Superintendent

Superintendent's Office (Miss Terece Johnson)

The girls of the division and freight offices held their annual Christmas party Tuesday, December 19, at the Brewster Grill. The Christmas spirit was very much in evidence, the room being prettily decorated. The centerpiece consisted of a huge snowball, under which were the presents. Dinner was

Illinois Central Magazine

His Hamilton Times 500 Trains Every Day

WILLIAM K. JACKSON, Towerman, of the Rock Island Lines, must have an accurate watch. He handles 500 trains daily at Englewood Station, Chicago, where the tracks of the Rock Island, Pennsylvania, New York Central, and Nickel Plate cross.

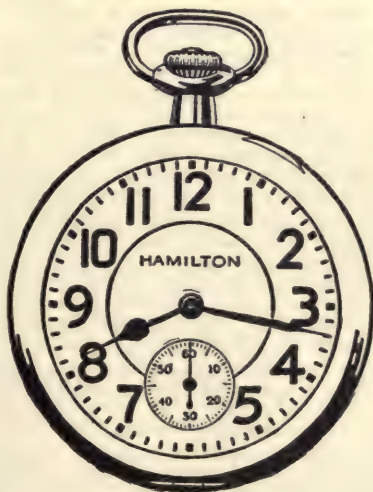
Mr. Jackson has been an employee of the Rock Island Lines for over thirty years, and eighteen years ago purchased the Hamilton Watch which today marks accurate time for his important work.

Wherever accurate time is a necessity in Railroad work, be it in the Engine Cab, Coach, or Signal Tower, there you will find the Hamilton Watch. The Hamilton is the choice of Railroad Men because it is first of all Accurate, and also sturdy and dependable.

If you want a watch for time inspection service that will render you dividends of True Time,

*Ask to see the
Hamilton No. 992,
Priced at \$48.50
for the movement
alone.*

*For other than in-
spection service ask
for the 974, priced
at \$25.00 for the
movement alone.*



Any Jeweler will be glad to show you this 21-Jewel "Railroad Timekeeper of America." We will be glad to send our new booklet the "Timekeeper" to any Railroad Man interested.

HAMILTON WATCH COMPANY
LANCASTER, PA., U. S. A.



Hamilton Watch

"The Railroad Timekeeper of America"

served at 6:30 p. m., after which the presents were distributed. All in attendance reported the party a big success.

Conductor J. H. Quinlan on train No. 28, December 24, lifted annual pass No. 20556, good on the Wisconsin division, on account of being in improper hands.

Trainmaster G. S. Rought has fully recovered from a serious operation on his eye which was performed at the Illinois Central Hospital in Chicago and is now back at work.

Dispatcher C. S. Pack has resumed his duties after being on the sick list for the last three weeks.

Freeport Shops

(W. H. Diefenthaler)

The Associated Shopcrafts of the Freeport shops and outside shops on the Wisconsin division held a get-together meeting at the Odd Fellows' Temple, Freeport, Ill., Wednesday night, January 3. More than 600 were present, which included shopcraft men and their families.

The Burnside shops orchestra from Chicago furnished the music for the program and dancing. Several of the employees of the local shop who are musicians also assisted the Burnside orchestra. This orchestra is composed of employees of the new shopcraft organizations.

W. S. Williams, general superintendent of the Western Lines, located at Waterloo, Iowa, was the principal speaker. Speeches were also made by the following employees of the Illinois Central: W. R. Smith, local chairman of machinists, Burnside shops, Chicago; H. L. Crowell, general secretary of machinists, Waterloo shops, Waterloo, Iowa; A. G. Wettergren, general secretary of carmen, Chicago, Ill.; J. R. Turner, general secretary of boilermakers, Chicago, Ill.; W. B. McGrew, general chairman of electricians, Champaign, Ill.; Albert Dori, general chairman of sheet metal workers, Chicago, Ill.

Other out-of-town guests were: L. E. McCabe, superintendent, Dubuque, Iowa; R. L. Guensler, chief clerk, Dubuque, Iowa; J. E. Fanning, district engineer, Waterloo, Iowa; George Crawford, local chairman of carmen, Clinton, Ill.; Joe Ducatt, local chairman of carmen, Burnside shops, Chicago, Ill.

The following program was given: A. G. Fleck, chairman of program; Frank Farnum, vocal solo; Albert Symanek, concertina solo; A. L. Edwards, cornet solo; Henry Ipsen, accordion solo; Roscoe LeBarron, vocal solo; Miss Culpin, solo dance. Mrs. Naomi Burnwood Kidd, pianist, accompanied the soloists on the program.

All local officials, including the superintendent, master mechanic, trainmasters, traveling engineers and other supervisory forces of the local offices and shops also attended the meeting.

After the program the dance floor was cleared, and dancing was indulged in between 10 p. m. and midnight.

Charles Stopfer, laborer, employed at Freeport shops, was pensioned, effective December 1. Mr. Stopfer entered our service at Freeport shops, September 16, 1895, and worked continuously up to December 1, 1922, at which time he reached the age of 71 years 9 months.

Rockford, Ill.

(D. M. Evans and W. P. Mullane)

Miss Marjorie Wilson has been given a two months' leave of absence on account of ill health and will

recuperate at the home of her parents in Syracuse, N. Y.

Miss Bessie Mills has resigned her position with the C. & N. W. at Beloit, Wis., to accept a position in our billing department.

Paul Yuccas has purchased a touring car and bids fair to become a racer of note.

Martin Keister of the warehouse force is contemplating resuming his trade as a butcher, opening a meat market in the near future.

Milton Stevens, chief delivery clerk, was called to Indianapolis recently by the illness of a relative.

Sam Northall, who for the last seventeen years has been employed as a delivery man in the freight house, is planning on a trip through the Pacific Coast states the coming summer. This will be his first vacation in his long term of service.

Agent J. J. Carty of the C. & N. W. has perfected a system to prevent the misloading of freight which has attracted official attention from several railroads. The plan, although simple, is a guaranty against truckers' errors. When a warehouseman receives a load of freight, he is furnished with a specially designed check which is to be placed on a spindle in the car. As his check will fit only one spindle, he cannot possibly get into the wrong car.

The Illinois Central bowling teams have resumed activities after a short lay-off over the holidays.

December was our "peak" month for 1922, our earnings for that month exceeding the earnings of any other month that year.

During 1922 we handled 27,219 tons of outbound freight with only seventy-six errors, or an average of 358 tons per error, an average of six exceptions per month.

Road Department, Freeport, Ill.

(Frances Manion)

Yard Foreman C. Hurt of LaSalle, Ill., has received favorable mention on his efficiency record for his alertness in discovering a loose wheel on Pa-576327 at Wenona on October 3. Foreman Hurt found three defects in equipment last year.

Supervisor L. Conley of the North Amboy district is confined to the Illinois Central Hospital in Chicago.

F. A. Redican, chief clerk to Roadmaster Boland, has resumed work after being confined to his home for three weeks with quinsy.

There are thirty-six foremen in the maintenance of way department who did not have a single man injured under their supervision during 1922.

No stock was reported killed on the Wisconsin division during December.

A community Christmas tree was planted on Illinois Central property at Wenona, Ill. All the churches of Wenona participated in the celebration, and a splendid spirit prevailed. More than 600 children



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Christmas tree, Wenona, Ill.

were treated, and every one seemed to enjoy the occasion.

Freight Office, Freeport, Ill.
(Mary H. Peck)

Saturday noon, December 23, was a time of much merriment in the agent's office, due to the fact that it was the date for the third annual Christmas party. Promptly at the hour a dinner consisting of chicken patties, mashed potatoes, celery, ice cream, cake and coffee was served and greatly enjoyed by all present. At the conclusion of the feast, gifts were exchanged and a social hour indulged in. This practice has been in effect for three years and is looked forward to each year by the entire force. Those present were: Supervising Agent J. F. Riordan, Agent J. J. Reilly, Chief Clerk M. H. Peck,

Cashier F. Rodemeyer, Accountant L. Kracht, Rate Clerk E. Cahill, Abstract Clerk J. Peck, Car Clerk F. Doyle, OS&D Clerk, R. Schietz, Car Record Clerks E. Green and F. Donahue, Bill Clerks C. Allen and G. Snow and Stenographer M. Richards.

Miss Irene Keister, formerly stenographer in the agent's office, resigned December 26 in order to continue her studies at Beloit College. She is specializing in public speaking. Her place was filled by Miss Margaret Richards, who has been doing the work temporarily during Miss Keister's three months' leave of absence. Miss Richards' position, that of bill clerk No. 2, has been assigned to Mrs. Gertie Snow, who also has been doing temporary work.

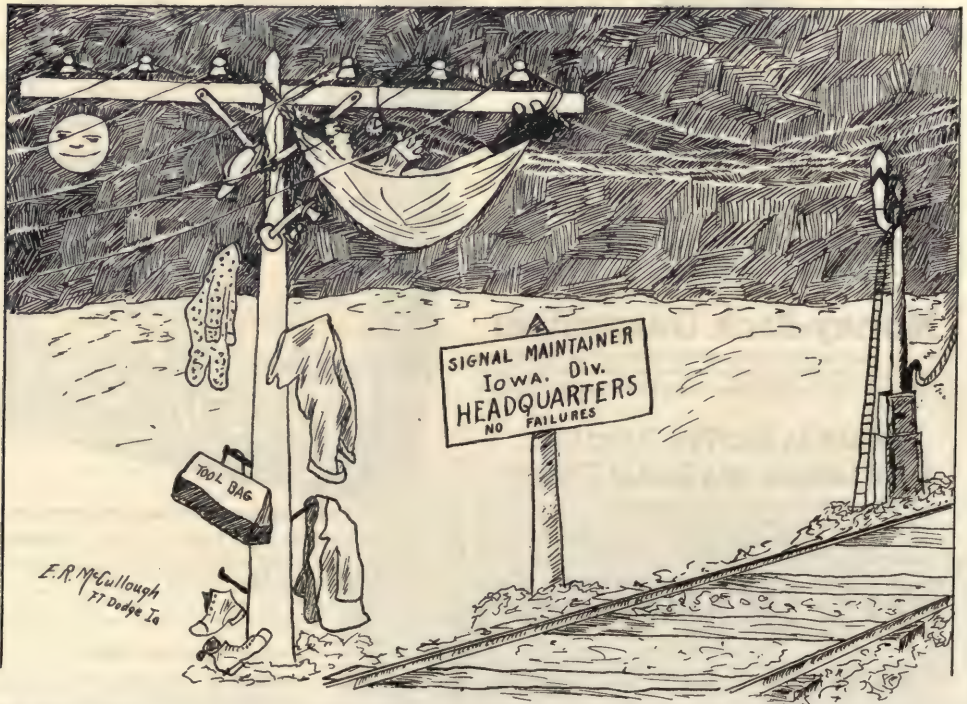
On January 13, 1855, the first train from Freeport south was run as far as Rock River. The bridge over Rock River connecting Dixon and North Dixon was not completed at that time. On February 8, 1855, a train running south from Freeport crossed the railway bridge for the first time. This is the date that the bridge was completed over Rock River. On February 12, 1855, trains began running from Dixon to Chicago on the Airline Road, now known as the Chicago & North Western.

IOWA DIVISION

Emmett Coffey,

Chief Clerk to Roadmaster

C. E. Tracy, pensioned supervisor of signals, died at his home at Goulesboro, Me., January 13, 1923. Mr. Tracy was pensioned December 31, 1919, after twenty-six years of service. At the time of his retirement he was supervisor of signals on the Iowa division. He began his service with the company in Chicago as a signalman in 1893. Until 1904 he was signal maintainer on the Chicago terminal and was then made whole line signal gang foreman. In 1907 he was transferred to Dubuque, Iowa, as division signal foreman of the Western Lines, where



"A Signal Maintainer's Dream," by E. R. McCullough, signal maintainer, Fort Dodge, Iowa

he remained until 1914. He was then transferred to the Iowa division as supervisor of signals, where he remained until his retirement. As soon as he retired, he made his home in Gouldsboro, Me., where he passed away in his 59th year.

Cherokee, Iowa (Anna Donahue)

Our first trick dispatcher, L. J. Mooney, left January 2 for Memphis, Tenn., to join party of dispatchers who are making tour over the system.

Lineman B. R. Peck of Cherokee has accepted a position as lineman at Freeport, Ill.

O. J. Anderson, second trick operator at Iowa Falls, Iowa, is on duty again after a trip in the East. Besides his duties as operator, Andy is also a student at Ellsworth College and has been chosen captain of the 1923 football team.

F. H. Spinharney, agent at Barnum, has taken a six months' leave of absence on account of the illness of Mrs. Spinharney.

W. R. Foster, agent at Williams, is making an extended trip through the South.

Frank Seifert, trackman, Oto, Iowa, has been in the hospital at Chicago for an operation.

Section Foreman G. Single of Merrill, Iowa, and Miss Elizabeth Bentz of Remsen, Iowa, were married at Cherokee December 4.

Section Foreman M. Monson of Sioux Falls, S. D., has returned to work after being absent on account of illness.

Council Bluffs Roundhouse (C. C. Kuhn)

Miss Edith Moss and Amos Eastridge were married November 29 at Papillion, Neb. Mrs. Eastridge is employed as a clerk in Road Supervisor Hill's office at Council Bluffs, while Mr. Eastridge is employed in the car department at Council Bluffs. Since January 1, Mr. and Mrs. Eastridge have been at home to their friends at 319 North 12th Street, Council Bluffs.

While Joseph Kurth, general foreman at Council Bluffs, was on a two weeks' vacation, visiting relatives and friends at various points on the Illinois Central System, H. C. Steinmeyer of the Waterloo, Iowa, shops acted as general foreman.

Machinist James H. Oliver has just returned to work after undergoing an operation in the Illinois Central Hospital at Chicago. Mr. Oliver speaks very highly of the Illinois Central Hospital and the interest taken in the patients who are there.

Sioux City Freight Station (C. C. Miller)

Edwin H. Groff, employed at Sioux City station since November, 1894, in various capacities, his longest term of service being that of sub-agent at the stockyards for the Illinois Central, has been ill since September 30, and it is likely that he will have to discontinue his service with the company. In leaving the service of the Illinois Central, Mr. Groff bears with him the well wishes of his former fellow employees.

A collection of \$200 was raised by employees of the Illinois Central at Sioux City as their contribution to the funds of the community drive. The object of this drive was to raise \$175,000 for various institutions and for the needy of that city.

Fort Dodge, Iowa

Engineer Homer Rhodes is spending the winter in California as a result of ill health.

Car Foreman A. L. Nicholas has resumed his duties at Fort Dodge after being out of service a considerable period on account of injury.

M. Toohey, section foreman, Fort Dodge yard, has returned to work after spending several days with his son in North Dakota.

Painter Foreman J. O. Martin has returned to work after a six months' leave of absence.

MINNESOTA DIVISION

Lucille Sims

Secretary to Superintendent

Office of Trainmaster, Dubuque (Marion Coffey)

Sympathy is extended to Conductor E. E. Hillier for the loss of his wife, to Conductor B. T. Crummer for the loss of his mother and to Brakeman L. F. Dunkley for the loss of his brother.

Conductor O'Connor is able to be with us again after being off duty for some time on account of injuries.

Engine Foreman Frank Fautsch has been commended for discovering a broken wheel on B&O-15893 in train No. X-2973, Conductor Everhart, called out of Dubuque for 10:15 a. m., December 22.

Switchman M. J. Herron is the proud possessor of a brand new motor car, a coupe.

Charles Clancy has been added to the office force as an extra caller.

Agent's Office, Waterloo, Iowa (Mabel Ridpath)

The sudden death on January 8 of W. H. Hadley was a great shock to all. Mr. Hadley had been employed as freight caller for the last five years.

Agent's Office, Cedar Rapids, Iowa (Josephine Doyle)

The marriage of Miss Gladys Copp and Milvoy

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Malley took place at the rectory of St. Patrick's Church, December 28, 1922. The bride and groom



Mr. and Mrs. Milvoy Malley

have returned from a wedding trip to Chicago. Mr. Malley is assistant bill clerk in our local office.

Much credit is due our division painters, who recently renovated our freight house. We now pride ourselves on having one of the nicest offices on the division.

C. H. Jensen, section foreman, is confined to his home on account of illness.

C. H. Beeken, bill clerk, was host recently to some of the office force. An elaborate dinner was served by Mrs. W. H. Leiter, in whose home the party was held. Holiday spirit prevailed, and a most enjoyable time was had by all.

H. Callahan and his force from Dubuque are installing a new turntable in our upper yard.

Road Department, Dubuque, Iowa (H. E. Shelton)

Supervisor J. W. Sims is taking treatment for an injured arm at the Illinois Central Hospital in Chicago.

Assistant Engineer S. C. Jump is acting supervisor in Supervisor Sims' absence.

Agent's Office, Dubuque, Iowa (Grace Phillips)

Mike Bowling, rate clerk, revising bureau, recently resigned to accept a position with Armour & Co., Chicago, Ill.

Miss Ethel Lassance has been appointed assistant to the agent to succeed Miss Vivian L. Brand, who resigned to accept a position with the Bankers Life Insurance Company of Des Moines.

Frank Saul, messenger, who recently accepted a position as stenographer in General Passenger Agent Gray's office at Dubuque, has been relieved by Ralph Lassance.

Store Department, Waterloo, Iowa (W. E. Barnes)

W. E. Burch, clerk in the store department, recently married Miss Janice Knowles, formerly clerk in the general offices of the Waterloo, Cedar Falls & Northern at Waterloo.

George S. Wise, pensioner, store department, is now convalescing after a protracted illness.

Weather in this vicinity, having been very mild all winter, has instilled the fishing fever in W. R. Hunt, store department laborer, who is now getting in training and making preparations for the spring fishing. If Mr. Hunt has a more successful season in 1923 than in the past, we of the store department will claim to have the champion fisherman of the system.

Miss Evelyn Decker has been recently employed as a stenographer in the office of E. S. Shapland, division storekeeper, Waterloo.

The store department has the honor of having thespian talent. K. E. Beal, assistant storekeeper, Waterloo, has been given one of the principal characters in the cast of "Kathleen," 1923 American Legion home talent play.

KENTUCKY DIVISION

Anne Sweeney,

Office of Superintendent

Local Freight Office, Louisville, Ky.

(John A. Higgins)

The infant son of Mr. and Mrs. James M. Ballard died January 5 after seemingly passing the effects of an operation. However, the child suffered a relapse and died four days after the operation. Mr. Ballard is first bill clerk in the local freight office.

Raymond Welsh has been convalescing from pneumonia and was expected to be able to report for duty Monday, January 15.

Miss Edmonia A. Daughterty had a narrow escape from being seriously burned at her home on the morning of January 8. She was in the act of lighting the stove when the gas light caught her clothing, and only her presence of mind and quick action in disrobing saved her from being perhaps fatally burned.

The billing department has reported the following persons ill during the month: Miss Nellie May Delany, Miss Florence Randolph, John Sage, Edward Dolan, Martin Berger and Allen Bruckert.

Walter Miles, Martin Berger and John Higgins are members of the Knights of Columbus Choral Club, which gave an elaborate concert on Sunday, January 7. The concert was under the direction of Joseph Panther of Louisville, and the soloist was Riccardo Martin, opera tenor, who is a Kentuckian. The concert was a great success.

A daughter, Margaret Elizabeth, was born to Mr. and Mrs. Celestine A. Zeller on January 12. Mr. Zeller is a clerk in the local freight office.

Harry Schoenlaub, in-car record office, was recently presented with a Masonic past master's jewel set with a diamond and moonstone. The presentation was made by the members of Mount Zion Lodge No. 147, A. F. & A. M., of which he has been a member since December 11, 1918, having been made



Hugh D. Bailey and Miss Elsie Louise Carter were married at Louisville, Ky., December 5. Mr. Bailey is agent at Rockport, Ky., and here is a picture of the home to which he brought his bride.



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 Bengston, Ed., Freeport, Ill.,
 14 South Chicago Street
 Beck, Will H., Sioux City, Ia.
 Birkenbusch, H., Pekin, Ill.
 Boase, Basil, Chicago, Ill.,
 6851 Stony Island Avenue
 Boemle, C. R., Evansville, Ind.,
 313 South 8th Street
 Boggs, Billie, Ft. Dodge, Iowa,
 720 Central Avenue
 Bourgeois, A., Jackson, Miss.
 Brady, R. A., Fulton, Ky.
 Bromberg, F. W., Birmingham,
 Ala., 20th and 3rd Avenues
 Buder, E. A., Cairo, Ill.
 Busch, Benj., Chicago, Ill.,
 9216 Cottage Grove Avenue
 63d Street Illinois Central
 Station
 Buxton, R. S., Murphysboro, Ill.
 Capital City Jly. Co., Indian-
 apolis, Ind., 133 East Wash-
 ington Street
 Casselman, G., Palestine, Ill.
 Christian, E., Miss, Champaign,
 Ill.
 Cobb, O. C., Iowa Falls, Iowa
 Cooper, W. H., Hodgenville, Ky.
 Coughlin, W. A., Chatsworth,
 Ill.
 Curtis & Co., F., Decatur, Ill.,
 156 East Main Street
 Danielsens, Chris., Springfield,
 Ill., 510 East Monroe Street
 Dekle, C. W., Canton, Miss.
 DeMyer & Sons, M. R., Fulton,
 Ky.
 DeShon, F. B., Water Valley,
 Miss.
 Dilworth Jly. Co., Haleyville,
 Ala.
 Dilworth Jly. Co., Jasper, Ala.
 Droke, John C., Corinth, Miss.
 Farthing, Chas. J., Effingham,
 Ill.
 Fessler & Co., Waterloo, Iowa,
 1001 East Fourth Street

Frantz & Co., Wm., New Or-
 leans, La., 142 Carondelet
 Street
 Frantz & Co., Wm., New Or-
 leans, La., 1014 Rampart
 Street
 Freeman, Ed., New Harmony,
 Ind.
 Geumalley, Chas., Pinckneyville,
 Ill.
 Grady, I. L., Jackson, Tenn.,
 205 East Main Street
 Graham Jly. Co., Herrin, Ill.
 Graves Co., A., Memphis, Tenn.,
 93 South Main Street
 Gum, C. E., Carbondale, Ill.
 Hainer, Marsh, McComb, Miss.
 Hall, W. C., Springfield, Ill.,
 225 South 6th Street
 Harm, H. J., Albert Lea, Minn.
 Hardwick, R. C., Owensboro,
 Ky.
 Hardwick, R. C., Hopkinsville,
 Ky.
 Hayward, H. E., Chicago, Ill.,
 804 Railway Exchange Bldg.
 Herron Bros., Centralia, Ill.,
 132 East Broadway.
 Herron Bros., Mattoon, Ill.,
 1615 East Broadway
 Higgins Jly. Store, Duquoin,
 Ill.
 Hobart-Hicks Co., Gilman, Ill.
 Hobbs Jly. Co., The, Dyersburg,
 Tenn.
 Inman, W. E., Bloomfield, Ind.,
 19 South Washington Street
 Jenkins, R. L., Amboy, Ill.
 Johnson, Walter, Rantoul, Ill.
 Josephson, C. I., Peoria, Ill.,
 P. & P. Union Station
 Kiser, C. W., Newton, Ill.
 Krekel, Ed. A., Louisville, Ky.
 Kuss, J. F., LaSalle, Ill.
 Lager Jly. Co., L. B., Litch-
 field, Ill.
 Lee, Tony, Sioux Falls, S. D.

Leffert, E. H., Council Bluffs,
 Iowa
 Lewis, J. W., Manchester, Iowa
 Maier Jly. Co., Aberdeen, Miss.
 Manion, C. J., Henderson, Ky.
 Mehmert & Sons, H., Olney, Ill.
 Miller & Ulbrich, Bloomington,
 Ill.
 Moore, Geo. N., Marion, Ill.
 Nagel & Meyer, Paducah, Ky.
 Patterson, G. R., Leland, Miss.
 Pound, D. V., Durant, Miss.
 Putnam, R. G., Eldorado, Ill.
 Pyle, N. W., Chicago, Ill.,
 377 East 26th Street
 Royer, O. A., Cherokee, Iowa
 Russell & Son, W. R., Black-
 ford, Ky.
 Sankey, R. R., Clarksdale, Miss.
 Schlenker, C. G., Hickman, Ky.
 Schmith, J. H., Clinton, Ill.
 Smaha, Josef, Chicago, Ill.,
 5341 West 25th Street
 Smith, Al., Bloomington, Ind.
 Solans, L. M., Providence, Ky.
 Speicher Bros., Kankakee, Ill.
 Staufenbeil, Karl, Dubuque, Ia.
 Staffler, A., Brookhaven, Miss.
 Storer, H. F., Central City, Ky.
 Sve., S., Pana, Ill.
 Taylor & Co., A. C., Cedar
 Rapids, Iowa
 Tucker, Perry, Terre Haute,
 Ind., 814 Wabash Avenue
 Trein Jly. Co., Dixon, Ill.
 Van Doren, J. W., Minonk, Ill.
 Voll, A. P., Metropolis, Ill.
 Watson, J. M., Golconda, Ill.
 Wehrle, F. G., Belleville, Ill.
 Welsh, Carroll S., Sturgis, Ky.
 White, J. R., Morganfield, Ky.
 Wiggins, R. P., St. Louis, Mo.,
 7 North 18th Street
 Wise, Morgan D., Rockford, Ill.
 Wolsch, Wallie, Hammond, La.
 Wylie & Walker, Princeton, Ky.
 Zerweck Jly. Co., East St. Louis,
 Ill.
 Yoste, Henry, Vicksburg, Miss.

Go first to

YOUR LOCAL WATCH INSPECTOR'S



Cashier's office force, local freight office, Louisville, Ky. Front row, left to right: Charles Lynn, Dan Buechele and H. L. Bard, cashier; top row: John J. Cassell and Miss Ann Mackie. Mr. Bard entered the service June 23, 1905. Mr. Buechele, assistant cashier, entered the service April 22, 1909, as a messenger. Mr. Lynn entered the service on July 28, 1918, as yard clerk and at present is rate clerk. Miss Mackie was employed on August 1, 1917, as comptometer operator, and at present is prepay clerk. Mr. Cassell entered the service as messenger on December 1, 1919, and at present is the collector.

a master Mason on that date. In 1920 he was elected to serve in the capacity of junior warden for that year, and he was senior warden in 1921. The following year he was elected to the master's chair, and having served in this seat for one year he was given a token of appreciation by the members of his lodge. Harry takes great pride in the fact that he was the youngest master Mount Zion Lodge has ever had, being only 25 years of age the day he was elected to that office.

Mechanical Department, Paducah, Ky.

(G. C. Barnes)

Several of the new machines allotted to Paducah shops have been received and are now in operation: Two 40-inch drill presses, one combination axle lathe, one heavy duty engine lathe, two floor grinders, one 300-ampere electric welding machine, one 2x5x $\frac{3}{4}$ -inch flue outfit complete, one 36-inch special draw cut shaper, one electric crane truck. These machines will greatly facilitate the work at the shops.

A band has been organized by employees of the Paducah shops, the officers of which are: J. F. Walker, master mechanic, president; J. B. Thomas, trainmaster, vice-president; B. T. Adams, division storekeeper, secretary and treasurer; A. J. Leutenmayer, general foreman, director in charge; W. E. Thomas, machinist, business manager. The band now consists of twenty pieces, with prospects of more, and is having wonderful success.

One Hundred Eighteen

Air Brake Foreman G. C. Jacobs, who underwent an operation at the Illinois Central Hospital for appendicitis, is reported getting along nicely.

J. D. Alzman, labor foreman, Paducah shops, is wintering in Florida on account of his health.

M. V. Rucker, locomotive engineer, and family have gone to Florida to spend the rest of the winter.

Employees of the Paducah shops organized their annual "Good Fellows Club" before Christmas, chairmen of the various organizations being the leaders. There was \$246.35 contributed to this club for the benefit of fellow workmen, who were in needy circumstances. This has been the practice of Paducah shops employees for several years, to make those less fortunate a merrier Christmas.

Signal Department

(J. P. Price)

The signal department educational meeting for January was held at Louisville on Monday, January 29, with an attendance of forty-five. The subject discussed was the maintenance of oil lamps.

Signalmen C. L. Bromley and H. D. Bromley are engaged on the new signal construction work on the Illinois division.

The new automatic signals between Fox Run and Graham, Ky., are now ready for service.

Authority has been received for the installation of automatic signals on the new line between Central City and Dawson Springs, Ky., a distance of forty-two miles. The type of signal to be used in this installation has not as yet been decided.

The work of raising the grade through Princeton, Ky., and constructing viaducts over Jefferson Street and Cadiz Road has been started. This work will eliminate two grade crossings, now equipped with crossing bell protection. It is expected that the work will be completed in about ninety days.

Signal Helper J. B. Taber is relieving Signal Maintainer Moorman at Cecilia.

Louisville Roundhouse

(G. W. Shaughnessy)

The wedding of Miss Regina Smith and Maurice Bartley, engine carpenter, was solemnized at St. Mary's Church, Louisville, November 28.

The wedding of Miss Florence Johnson and James H. Dobbins, machinist, was solemnized at the home of the bride January 1.



Taken at "a hog killing" on a recent inspection trip with the superintendent's special, Kentucky division. Left to right: J. Pruitt, supervisor, Central City; B. T. Adams, division storekeeper, Paducah; P. Glynn, roadmaster, Louisville; J. W. Dearing, supervisor, Princeton; J. S. Stinebaugh, water supply foreman, Princeton.

Illinois Central Magazine

All chairmen of the Associated Shopcrafts report they are now having regular meetings which are well attended, and the men seem to be getting more interested at each meeting.

Several employees of the Louisville shops have been off duty on account of grip and the "flu." Engine Carpenters Fred Bader and C. M. Stasel, who have been off duty since Christmas, have just returned to work.

Valley, Ky.

(Alicie E. Meadows)

The wedding of Miss Bessie A. Bailey, daughter of Mr. and Mrs. Charles Bailey of Valley Station, Ky., and Charles T. Decker, relief agent, Stephensburg, Ky., was solemnized at the home of the bride on January 10. Mr. and Mrs. Decker will reside at Stephensburg.

Miss Alicie E. Meadows, agent at Valley, who has been off duty since December 7 on account of illness, has returned to work, slightly improved in health.



Here is the only 100 per cent agent on the Evansville district, as revealed by recent inspection of the Kentucky division. This shows Lon Kavanaugh on the left, agent at Blackford, Ky., and his station helper, Charles ("Slick") Martin, on the right.

Princeton, Ky.

(Sudie Cash)

Conductor A. E. Meader died of asthma at Evansville, Ind., on January 4. Conductor Meader had been in the service of the Illinois Central since May 1, 1899.

Littleton Groom, who has been clerk in the chief dispatcher's office for the last few years, left Saturday, January 6, to study law at Danville, Ind. He



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Continental Casualty Company H.G.B.ALEXANDER **Chicago**
President

was succeeded by W. O. Quiery, cashier at the Princeton freight house.

The engineers are on the ground and the work of placing viaducts on the Eddyville and Cadiz Street crossings is progressing rapidly.

News from J. W. Taylor, former chief dispatcher at Princeton, is that he is improving nicely and hopes before long his health will permit his return. He is at present in Tuscan, Texas.

Office of Superintendent, Louisville

Miss Helen Connaughton, telephone operator, underwent an operation to have her tonsils removed at SS. Mary's and Elizabeth's Hospital, Thursday, January 11. She is still confined to her home, but is doing nicely.

Miss Lillian Leitchfield, third trick operator, is seriously ill at her home on Greenwood Avenue.

A son, William Prichard, was born to Mr. and Mrs. Richey Prichard, January 9. Mr. Prichard is chief timekeeper. Mrs. Prichard was formerly Miss Irene Satterfield, comptometer operator in the office of the chief accountant.

The superintendent's special, carrying all division officers, inspected the Kentucky division from January 2 to 6.

Alvin L. Prichard, secretary to the superintendent, has resigned to accept a position with the Michelin Tire Company, Pittsburgh, Pa.

(Frank Robeson)

Sam Powers, 42 years old, special officer on the Kentucky division, died on December 14 at the Illinois Central Hospital, Chicago. His death was due to a complication of diseases, from which pneumonia developed. Mr. Powers was a native of Madisonville, Ky. Before entering the service of the special agent's department of the Illinois Central, he was connected with the police department as chief of police of that city for a number of years. He entered the service of the Illinois Central July 1, 1915, with headquarters at Princeton, Ky. August 1, 1918, he was transferred to the Memphis terminal, Memphis, Tenn., where he remained until April 1, 1919, when he was transferred back to the Kentucky division, with headquarters at Louisville. January 1, 1922, he was transferred to Paducah, Ky., and placed in charge of the Paducah district. Mr. Powers was an efficient police officer, fearless and always fair with those whom he asked for an accounting. His wide acquaintance and standing in western Kentucky made him a very valuable officer for the company, especially at the time the "night riders and 'possum hunters" were operating in that section. Surviving him are his widow, son, one sister and three brothers. The funeral was held at Hopkinsville, Ky., December 16.



Sam Powers

MISSISSIPPI DIVISION

Kathleen Hadaway, Secretary to Superintendent

News has been received of the birth of a son to

One Hundred Twenty

Dispatcher and Mrs. J. R. Huff at the home of Mrs. Huff's parents, Bowling Green, Ky., on January 8. His name is J. R., Jr.

The Winona Infirmary, located at Winona, Miss., was almost destroyed by fire January 5. The fire was discovered in time for all patients to be removed, although several nurses were injured. The stockholders have decided to rebuild, and contractors are now figuring on bids for the reconstruction.

Miss Mildred Hudson and Richard E. Lake were married at the home of the bride's parents at Malesus, Tenn., December 26. Mrs. Lake, who is the daughter of Agent S. W. Hudson of Malesus, was a teacher in the Malesus High School. Mr. Lake is a flagman on the Jackson district.

Lieutenant-Commander L. C. Dunn of the U. S. Navy and Mrs. Dunn have returned to Chicago after a visit to Mr. Dunn's father and mother. Mr. Dunn is the son of Engineman C. E. Dunn, who has been employed on the Mississippi division since 1882.

T. P. Murray, stockkeeper, store department, Water Valley, Miss., has been in the service thirty-three years, completing his thirty-third year on January 1. Mr. Murray was reared in this county. He has a wife and three children, one of his sons also being employed in Water Valley shops.

LOUISIANA DIVISION

Claire Pimm

Office of Superintendent

Superintendent's Office

J. O. Mayfield is the statistician's new assistant.

Accountant I. F. Tullis has been ill in the Illinois Central Hospital at New Orleans, but is very much improved and able to be back at his desk.

Accountant C. H. Douglass is the proud father of a fine girl, Little Christine, who was welcomed into his home on December 9.

Chief Dispatcher's Office

E. W. Spragins, second trick operator at McComb, has been enjoying a sixty days' leave of absence, spending the greater portion of his time in Florida. Operator Bachman of New Orleans relieved him.

E. J. Rivers has accepted a position as third trick operator at McComb.

Dudley Pope, former trick dispatcher, Louisiana division, recently visited his old friends at McComb.

Signal Department

Signal Maintainer Ben Watts is very ill in a Jackson, Miss., sanitarium.

Road Department

Beginning at Asylum, Miss., one mile of double track is being laid on the Yazoo district at an approximate cost of \$35,000.

Additional facilities for handling vegetables during the coming season are being arranged at Crystal Springs, Hazlehurst and Terry.

Installation of additional water facilities at Hammond, La., at an approximate cost of \$20,000, is being made.

Store Department, McComb, Miss.

(J. A. Doyle)

Albert E. Hammond, stockkeeper, and Miss Ophelia Wilkinson of McComb were married by Rev. Mr. Purser at Magnolia, Miss., December 20. They are now at home on Beech Street, McComb.

Division Storekeeper C. B. Sauls, after having experimented for a year or two with a small motor truck for the transportation of material from one point to another in the shop, and having become thoroughly satisfied that the experiment was successful, is now planning an extension of this facility. He is contemplating the grading of a driveway to

Illinois Central Magazine

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connect the roadway store, in the southern portion of the shops, with the mechanical store, and through this channel have a quick outlet to both freight and passenger stations. Mr. Sauls maintains that this method is by far more economical than the old way of handling material by baggage trucks and push cars.

For the first time, efforts are being made to organize a truck growers' association in McComb. Many members of the store department who own farm lands near McComb are interested in the project. The organization is now a reality, sufficient members having been obtained and acreage pledged to authorize the statement that the first year's shipments, with any kind of season at all, will reach into the hundreds of cars, the principal commodities being cabbage, carrots and tomatoes, with small acreage of other things. Not only are members of the store department interesting themselves in this but also members of the shop force whose opportunities make it possible for them to assist in perfecting the project.

Marion Stingily of Pelahatchie, Miss., is the latest employe in the storehouse, for the present placed in charge of the car department bolt room.

Stockkeepers are now wrestling with the problem of becoming acquainted with the new master stock books, a system which was installed on the first of the year. Though the new plan is much larger in volume and number of articles stocked and at first requires much more time, it is thought that, when once in full and active use, it will greatly simplify and reduce the amount of work incident to the monthly compilation of a stock order and, at the same time, maintain a record permanent both at the originating storehouse and at the general storehouse.

Ticket Office, McComb

R. M. Wilson, joint baggage and ticket clerk, and Miss Mary Hannan, daughter of Charles Hannan, switch engineer, were married in Magnolia, Miss., on December 31, spending their honeymoon in New Orleans and Gulf Coast cities.

Ticket Office, Jackson, Miss. (J. G. Moore)

J. G. Moore, ticket clerk, and Mrs. Moore attended

the convention of the American Railway Ticket Agents recently held in Savannah, Ga. Before returning to Jackson, they made a tour through Florida, as well as a trip to Havana, Cuba.

Ticket Clerk C. C. Williams has joined the Jackson Symphony Orchestra.

Freight Office, Jackson, Miss. (C. H. Williams, Sr.)

Mrs. C. M. Quinn of Garyville, La., formerly Miss Ola O'Quin, employed as stenographer in the agent's office, was a visitor during the holidays.

Mrs. Douglas G. McNair, stenographer to the station accountant, resigned, effective January 1, to enter service with the Case-Teal Company of Jackson.

A surprise on Christmas day was the unexpected marriage of Ramsey W. Pridgen, chief clerk, Southern Weighing and Inspection Bureau, occupying office with us, and Miss Alleen Patrick of Jackson. The newlyweds are at home with Mrs. Hamilton on President Street.

C. H. Williams, Jr., formerly employed as clerk in the agent's office, but now a sophomore at the A. & M. College, visited home during the holidays.

Yard Office, Jackson, Miss.

E. E. Hardy, chief clerk to General Yardmaster R. W. Hardin, and Miss Kathleen Mullens were married December 24.

NEW ORLEANS TERMINAL

J Milton May,

Care of Agent

Local Freight Office (Jesse W. Ford)

John J. Chiasson, unit clerk, accounting department, has resigned to accept a similar position in the accounting department at the Stuyvesant Docks agency.

The sympathy of employes of the local office is extended to Albert Oustalet, assistant O. S. & D. clerk, in his recent bereavement. Mr. Oustalet suffered the loss of his youngest sister on January 3.

Joseph Seonza, O. S. & D. clerk, owing to bad



"We have our car inspection forces on this division making a campaign on broken arch bars and truck sides," writes E. C. Roddie, master mechanic at McComb, Miss. "The attached photograph shows the defective arch bars and inspectors finding them at Gwin Yard, Gwin, Miss., during November, 1922. Reading from left to right the men are: J. P. Craft, lead inspector; J. F. Ruby, assistant inspector, first shift; R. E. Marks, lead inspector; J. T. Brister, assistant inspector, second shift; A. E. Robertson, assistant inspector; Ed Green, lead inspector, third shift. Men on all shifts find these defects, the first shift finding fourteen; the second shift four, and the third shift nine."

health, has been granted a leave of absence for thirty days.

E. A. Maillho, storage clerk, has been confined to his home for the last thirty days, a victim of the dengue fever. He has now fully recovered and is back at his old job.

George Houck, receiving clerk, is the proud father of a baby girl born January 7. She weighs eight pounds.

W. J. O'Rourke, accountant, local office, New Orleans, entered the service of the Illinois Central in December, 1902, as team track clerk, Levee yard depot, a position he held until September, 1907, when he was promoted to assistant uncollected clerk, local office. He occupied various positions in the accounting department, being advanced to assistant accountant in May, 1912, and made accountant in July, 1918. Mr. O'Rourke is a firm believer in the slogan, "Own your own home," and never lets an opportunity slip by when he can boost his motto. He is very much devoted to his home and family, occupying his spare



Home of W. J. O'Rourke

moments, when not engaged at the office, in improving and beautifying his property.

H. J. Augustine, receiving clerk, Levee depot, suffered the loss of his brother recently.

Some idea of the efficient manner in which coffee is handled at Shed No. 6, Levee depot, can be gleaned from the following record: The steamer Sac City, loaded with coffee, arrived at New Orleans coffee wharf January 2 and began to discharge its cargo on January 3. Five hundred sacks of this coffee were drayed to Shed No. 6, loaded into IC-25461 and forwarded to St. Louis, Mo., in our manifest train of that date.

Export Freight Office, Stuyvesant Docks
(Fred DeLong)

J. A. Hamburger, clerk in the accounting department, has tendered his resignation to accept employment elsewhere.

Mechanical Department
(Edward St. John)

T. J. Murphy, coal clerk, is now the proud father of a baby girl born December 1. The youngster weighed eight and one-half pounds.

The roundhouse force in Government yard is boasting a record hard to equal. They operated 255 successive days during 1922 without a personal injury.

Road Department
(S. S. Sterbenz)

On December 23 a daughter was born to Mr. and Mrs. Joseph Cole. Mr. Cole is foreman in the bridge and building department. The daughter weighed nine and one-half pounds at birth.

Superintendent's Office
(Myrtle Biersoll)

Joseph Carey, assistant chief clerk, has severed his connection with the company to accept employment

elsewhere. He has been succeeded by William A. Delph.

Miss Mamie Smith, telephone operator, Union Station, has been ill for the last thirty days at the Illinois Central Hospital, New Orleans, undergoing treatment. She has now fully recovered and was expected to be back on the old job by January 15.

Thursday, February 8, the Illinois Central Clerks' Social Club of the New Orleans terminal terminal will entertain at a "get-together" dance aboard the steamer Capitol. This is the first outing of the



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clerks and marks the opening of the carnival season, or "Mardi Gras." A cordial invitation is extended to all employees of the terminal and any visiting employees to join us on this occasion in celebrating the carnival festivities. August Kuntz is president of the Clerks' Social Club, and A. V. Bertaut is chairman of the arrangements committee.

MEMPHIS DIVISION

Mrs. Collie P. Said.

Secretary to Superintendent

Ray Lipsey, accountant in the office of Superintendent J. M. Walsh, has obtained a leave of absence on account of ill health and will leave shortly for California.

Favorable reports are coming to us from Frank Williams, baggage agent, Clarksdale, Miss., who was so severely bitten by a dog a few months ago. Mr. Williams' arm, which was badly lacerated, is healing nicely.

Conductor and Mrs. A. V. Isler were called to Peru, Ind., on December 22 by the death of Mr. Isler's mother.

Conductor M. Mahoney has been called to Manitou, Colo., by the serious illness of his wife.

S. P. Critz, instrumentman on the Memphis division, has been transferred to the new construction work at Central City, Ky. His successor has not yet been named.

Agent's Office, Helena, Ark.

(Mrs. W. L. Stovall)

J. A. Bonner, claim clerk, Helena freight office, carries a broad smile these days, due to the arrival

of a fine 9-pound boy at his home recently. His name is J. A., Jr.

Agent's Office, Greenwood, Miss.

(F. Q. Stinson)

E. F. Page is warehouse foreman at Greenwood, and much credit is due him and his efficient force, including C. R. Bell, delivery clerk; H. G. Patton, receiving clerk, and A. N. Atkins, check clerk, for the splendid services they have rendered the last year and a half preventing claims.

The many friends of Mr. and Mrs. R. W. Brown regret to learn that they have moved to Coffeyville, Kan., where they will spend the winter. Mr. Brown has held the position of chief clerk for the last two years, and he and his lovely wife will be missed by all who knew them. The change was due to Mr. Brown's health.

F. Q. Stinson and Miss Velma Vaughan were united in marriage December 20. They visited relatives at Miami, Fla., during their honeymoon. Mr. Stinson has been appointed chief clerk, temporarily, at Greenwood, due to the illness of R. W. Brown.

Supervisor's Office, Tutwiler, Miss.

(Clara Milligan)

Supervisor J. W. Fowler wears a broad smile, due to the arrival of a little daughter, January 3. Ann Jeanette is queen of the household now.

A lot of improvement has been made during 1922 on Supervisor Fowler's territory. Twelve new section foremen's and laborers' houses have been fenced and newly painted. Fruit and shade trees have been set out around each place. This adds greatly to the looks of the property.

Great assistance is being rendered by city authori-



Banquet given by machinists' organization, Sazerac Restaurant, New Orleans, January 4.

Standing, from left to right: A. P. Ruiz, gang foreman, Harahan; Daniel Schmidt, lead man, back shop, Harahan; W. J. Lange, roundhouse foreman, Government yard; M. East, vice-president of machinists' association; George Dougall, chairman, shop committee, Government yard; John P. Marque, lead man, machine shop, Harahan, retiring president; Sam Verdina, president, machinists' association; L. H. Stengel, roundhouse foreman, Harahan; Hy Aufdermarke, secretary-treasurer, machinists' association; Jack Lindgren, chairman, shop committee, Harahan. Seated at table, left side: Dewey Alford, machinist apprentice; E. Barrouse, machinist apprentice; Philip Carlin, machinist apprentice; Harold Fordyce, machinist handy man; George Riehlmann, machinist; Ed Ermon, machinist; Ed Martello, machinist; Jake Pecora, machinist apprentice; J. Dantonio, machinist apprentice; C. W. Harper, machinist apprentice; Ed Boutte, machinist apprentice; Charles Palmisano, machinist helper; Charles Angel, machinist apprentice; D. C. Marchand, machinist; James Halkias, machinist. Seated at table, right side: Charles Arceneaux, machinist apprentice; George P. Barned, machinist; Albert Moore, machinist apprentice; H. D. Edwards, machinist apprentice; Edwin Bivens, machinist apprentice; Pat Parnell, machinist; J. H. DeLaune, machinist; H. Runnells, machinist apprentice; Floyd Obiol, machinist; Alfred ("Ham") Lauber, machinist; J. J. Duggan, engine inspector; Louis Ernst, machinist apprentice; Ed Virgin, machine tool room man.

How You Can Make From \$50 to \$200 a Week

The amazing story of E. A. Sweet, who suddenly found that he was worth \$1000 a month

This is the story of E. A. Sweet of Michigan—as he told it to us—the story of a man whose income suddenly jumped to more than a thousand dollars a month. It is worth reading, for it tells exactly how anyone can do the same as Mr. Sweet did and equal his success.

"For a good many years I worked for a salary. I was an electrical engineer making from \$150 to \$300 a month. Like almost every other man who works for a salary I was dissatisfied, for I felt every day that if I were only working for myself instead of someone else I would make more money. It wasn't only that, either. I just didn't like the idea of having someone to boss me—someone else to tell me how much I was worth—to hire me or fire me just as he pleased.

"How did anybody know what I was worth? How did I know? I didn't, and that is what worried me. I wanted to know. Maybe I was worth five, ten or even twenty times as much as I had been getting. In other words, after a good many years of hard work with a certain measure of success I came to the conclusion that I was getting nowhere and that it was high time for me to do something on my own hook if I ever wanted to be more than just somebody's employee.

"That was only a few months ago. Today I am making more money than I ever dreamed of making. I am my own boss and last month my net profit was more than \$1,200.

"This is how it happened. One day I read an advertisement in a magazine. The advertisement said that any man could make from \$100 to \$300 a month during his spare time, or that he could make \$200 a week if he only had the necessary ambition.

"It was only natural that I should hesitate a bit before answering this advertisement. It seemed almost too good to be true. Frankly, I doubted whether it was possible. But I thought to myself that certainly there could be no harm in writing, so I clipped out the coupon and mailed it.

"I realize today that mailing that coupon was the most important thing I ever did. All that I have today—all the success that I have earned—is due to that one little act of mine.

"My work has been pleasant and easy. I am the representative in this territory for a manufacturer of raincoats. This manufacturer sent me a little eight-page booklet that tells any man or woman just what it told me. It offers to anyone the same opportunity that was offered to me. It will give to anyone the same success that it has brought to me.

"This raincoat manufacturer is the Comer

Manufacturing Company, of Dayton, Ohio—one of the largest manufacturers of high-grade raincoats in America. These coats are nationally advertised, but they are not sold through stores. All that I do is to take orders. I do not have to buy a stock of coats. I do not have to invest any money, and the beauty of the proposition is that I get my profit the same day that the order is taken.

"The little eight-page booklet which the Company will send to you will tell you exactly how you can do as I have done. It will tell you how to get started right in your own territory, and will tell you where to go, what to say, and give you all the information you will ever need.

"In my first month as a Comer representative I made \$243. That was a start, but it was only a start. My second month netted me \$600, and last month I hit the bull's eye with a net profit of more than \$1,200 for my thirty days' work.

"One year ago my life was limited to a \$200 a month income. I worked eight hours a day. Today my income is from \$600 to \$1,200 a month and I work four hours a day. A year ago I was not sure of my position. Today I am the sole owner of my own business. I still consider myself a greenhorn and I expect my profits to grow just as much in the future as they have grown so far."

• • • • •

If you are interested in making from \$50 to \$200 a week and can devote all of your time or only an hour or so a day to this same proposition in your territory, write to the Comer Manufacturing Company at Dayton, Ohio. Simply sign and mail the attached coupon and they will send you the same eight-page booklet referred to by Mr. Sweet, without cost or obligation, and they will send you complete details of their remarkable proposition.

CUT OUT AND MAIL

**The Comer Manufacturing Co.,
Dept. Y-67, Dayton, Ohio.**

Please send me, without obligation or cost on my part, copy of your eight-page booklet and full details of your proposition. Tell me how I can make from \$50 to \$200 a week.

Name

Address



This picture was taken at Poplar Street Station, Memphis, Tenn., in 1898. The engine was formerly No. 506. When the Illinois Central System purchased the Chesapeake, Ohio & South Western, the number was changed to No. 192. It is now being used in switch engine service as No. 200. The crew, shown in the foreground, were, from left to right: Joe Burso, engineer, now dead; Jim Wheeler, fireman, now engineer on a coach engine; Tom Datton, helper; J. T. Kyle, then and now engine foreman on the same engine; Milton Moore, killed in accident.

ties in the different towns along the Memphis division in the "No Stock Killed" campaign which was being conducted in January. All supervisors report owners of stock co-operating with the railroad in trying to keep stock up and off the right-of-way.

VICKSBURG DIVISION

H. H. Barlow

Office of Superintendent

A baby girl, Bobbie May, was born recently to Mr. and Mrs. Robert Pinson at Vicksburg. Mr. Pinson is an engineer on the Vicksburg division.

Conductors C. B. Ingram and H. Crichtlow are off duty, as members of their family are ill.

N. B. Dennis, who has been in service since October 15, 1917, recently resigned his position as assistant chief clerk in the superintendent's office to take a position with M. C. Lilly & Co., Atlanta, Ga.

W. Shropshire, B. & B. supervisor, who was confined to his bed for a week, is around again.

"Big Ben" Parks comes to us from the Citizen's Bank to be one of the boys in the accounting department, superintendent's office.

Engineer H. B. Robertson, who has been confined to his bed for a week, is back at work again.

The Gypsy Smith, Jr., revival at Leland drew large crowds daily, but on account of the good roads and large number of automobiles in this section, very little of the additional travel came our way.

H. H. Barlow, who has been in the accounting force, superintendent's office, has been promoted to assistant chief clerk, succeeding N. B. Dennis, resigned.

The work of painting stations and other buildings on the division, which has been going on for the last few months, has been about completed, and now the Vicksburg division is trying to outshine them all in its new winter clothes.

C. H. Higgs, who was formerly with the Greenville Gravel Company, is a new member of the accounting department.

C. A. Cadenhead, who has been a member of the accounting department for the last six years, has been promoted to chief accountant.

One Hundred Twenty-six

NEW ORLEANS DIVISION

Thomas Treanor

Office of Superintendent

Along the Line

(S. P. Bolian)

Conductor Tom Appleby, who has been ill in the Illinois Central Hospital at New Orleans, for several weeks, is now on the road to recovery.

Conductor C. E. Gore, one of the oldest on the division, has been laid up for some time, but will be able to resume his run in a few days.

Engineer S. P. Bolian was selected to handle the President's special when Mr. Markham made his recent tour of the division.

The slow flags at Belle Point, La., have been removed. This leaves the track on the New Orleans division in better shape than it was ever known to be.

The grounds at Convent, La., are a thing of beauty, exciting much complimentary comment from passengers on passing trains. Agent Ozene Duhon gives the beautiful flower gardens his personal attention. Mr. Duhon, by the way, enjoys the distinction of being the oldest agent in point of service on the New Orleans division. He took charge at Convent April 22, 1885, and has been there ever since.

Supervisor W. T. Eldridge is encouraging the section foremen to beautify the grounds about the section houses, and they have entered into the spirit of the thing with enthusiasm. The coming spring will find a marked improvement in the aspect of the section houses and surroundings, judging from the present activities of the foremen and their families along the lines suggested by Mr. Eldridge. The other supervisors plan to do likewise.

Vicksburg and Vicinity

(Tom Treanor)

William Cassler, who was born in Bremen, Germany, December 5, 1856, and entered the service of the Yazoo & Mississippi Valley Railroad at Vicksburg, Miss., as yard clerk October 22, 1886, was found dead in bed on the morning of December 24, 1922. Mr. Cassler was a faithful and loyal employee.

Illinois Central Magazine

He was unmarried and maintained bachelor quarters. He died of heart trouble. So far, no relatives have been located, although a strenuous effort is being made by the administrator appointed by the court. Mr. Cassler was widely known in railway circles, especially by the old-timers. "Billy," as he was called by his numerous friends, was deeply loved for his genial character and goodness of heart. Visiting railway people always looked him up, for he was a rare companion. He is sorely missed in and about the Vicksburg yards, as "Billy" in his thirty-seven years of service there was looked upon as an institution.

D. P. Waring, accountant in the superintendent's office, is receiving congratulations on the birth of his third son. Mr. Waring celebrated the event by moving into his new home, which has just been finished.

O. W. Penalver, baggage agent, Vicksburg, who was injured during the recent high water while acting as switchman, has obtained a leave of absence for sixty days for further recuperation.

Mechanical Department (Thelma Howard)

Roy Delagarza is now file clerk in the master mechanic's office, filling a position vacated by Henry Schlottman, the latter having gone into business for himself. Mr. Delagarza and Miss Bonnie Jewell Stephens were recently married at the Methodist Church in this city. They departed immediately thereafter for a two weeks' honeymoon in New Orleans and other points.

Part of the motors for the electrification of the shops has been received and installed as quickly as possible. This means a big improvement in our shops.

Coach Shop Foreman J. A. Winder has just returned from a visit to London, Ontario, Canada. He brought many Canadian coins home with him for distribution among his friends at the shop.

Tool Room Foreman Harry Kay has just about completed his new home on his place, a few miles from Vicksburg.

Natchez, Miss. (R. K. Halman)

Recently our beloved co-worker, Walter B. Alexander, bill clerk, suffered a bereavement in the untimely loss of his dear sister, Ethel Alexander. Miss Ethel, while automobile driving, accompanying her fiancé, J. Hughes, a prominent civil engineer here, was instantly killed and Mr. Hughes was severely injured, their car plunging over a bridge into a deep bayou near Natchez.

In the last issue of our magazine, I narrated a recent hunting experience in company with Victor A. Jehlen, "champion wild duck spotter," which reminds me of a humorous experience while once hunting 'coons with some of my Yazoo & Mississippi



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PRATT & WHITNEY SMALL TOOLS AND GAUGES

Valley companions. This time Ernest D. Goza, special accountant, proved a champion. I personally accepted full responsibility for conducting a party of 'coon hunters to a certain immense Mississippi River swamp below Natchez, which to my knowledge abounds with some of Mississippi's largest game, ranking among these the honorable racoon and family. My party was kept in silence as to our destination when we left Natchez, but immediately upon our arrival at this swamp we detrained from our sedan and cautiously unloaded our hunting paraphernalia and 'coon hounds, taking the most particular pains with our dogs, lest the signal go forth to our prospective captives of their impending danger before we could shoulder our guns and mount our high-powered searchlights. Immediately starting out in quest of our 'coon rendezvous, located on a creek three miles inland in this swamp, which could only be traversed by foot, I was cheated out of my role as guide by Ernest Goza, as he, unsolicited, gained the position in the lead of the party. (Bear in mind this was Ernest's first entry into this almost impenetrable swamp, famous as "No Man's Land.") We had all followed Ernest for about an hour, all of the time supposedly following a direct log road to the creek, when about the time I figured we should be nearing the creek there was a terrific collision and combustion, when the headlights of our party, in single-file procession, collided head-on with our sedan. First-aid treatment brought us all back to consciousness, and we all readily agreed we had better be promptly returned to our homes for treatment and permanent cure. Ernest proved to be the champion, due to the fact that he promptly showed

the rest of us that we were lost, and he saved our lives by bringing us back to our loved ones, even if we were subjected to such a collision and the resultant injuries, which in no wise can be blamed on him.

General Traveling Auditor D. L. Bloodworth and Assistant Ehrett have just completed a record station audit of the Natchez freight station. This audit required only two days. We boast of ourselves in having our station up to a standard which enabled this record audit to be made, as this was the quickest ever made at Natchez.

Baton Rouge, La.
(W. W. Cunningham)

Flagman Herbert Dobrowolski recently underwent a serious operation at Vicksburg and has recovered sufficiently to return to his home in Baton Rouge.

A very successful movement of the Louisiana cane crop was finished on December 20. It was accomplished without hitch or flaw, thanks to the co-operation of the planters and company.

A party of deer hunters tried their luck in the hunting grounds along the line of the Southern Pacific Railroad and reported considerable success. The party was composed of Engineers R. E. Montgomery, J. R. Smith, P. L. Johnson, E. W. Maddux and D. W. Cowart; Conductors E. O. Day, O. H. Ford and J. I. Wade; Boiler Inspector Hoff, and former Flagman H. B. Anglen. It was ruled that if any of the sportsmen missed a buck he had to submit to a real motherly spanking, and it is said that Engineers Maddux, Montgomery and Smith had to undergo the infliction. This indicates that the rest of the party were sure shots.



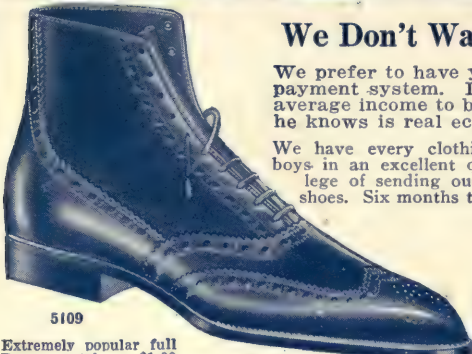
Here is the personnel of the office of Superintendent F. R. Mays at Vicksburg. From left to right, top row: R. M. Lowenberg, accountant; J. B. Smith, assistant timekeeper; G. M. Schaffer, chief accountant; John Anderson, timekeeper; E. D. Wilson, accountant; Bud Higdon, accountant; E. D. McCune, rodman; C. J. Brown, division accountant, and S. P. Thompson, statistician. From left to right, bottom row: H. W. Doyle, claim agent; Miss Nora Ring, stenographer; Miss Louise Bankstone, stenographer; Miss Maymie Andrews, tonnage clerk; Miss Marie Kahn, chief clerk to roadmaster; Miss Mary Kate Patterson, tonnage clerk; Miss Aurelia Curran, stenographer; Miss Arnot O'Hara, supervisor's clerk; Miss Jessie Billet, stenographer; Miss Kate O'Hara, stenographer; Mrs. L. Ingram, assistant chief clerk; Miss Thelma Welsch, stenographer; A. S. Hurt, supervising agent; W. W. Fincher, ticket agent; C. W. Legg, supervisor's clerk; D. P. Waring, accountant; Thomas Treanor, accountant; W. B. Watson, assistant chief accountant; W. F. McDuff, file clerk, and S. F. Lynch, chief clerk.



MARCH
1923



SEND \$1⁰⁰ WITH YOUR LETTER



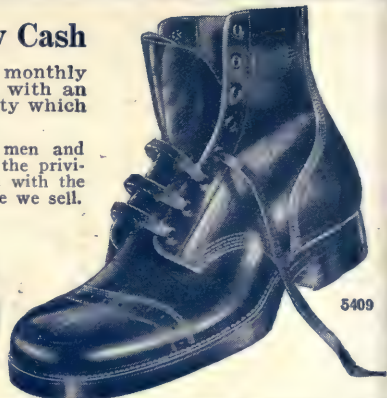
5109

Extremely popular full Brogue style. \$1.00 with order. \$1.00 a month. A \$7.50 value at \$1.00 saving. Soft fine mahogany shade uppers. Fine single oak sole Goodyear Welt sewed. Genuine "Wingfoot" rubber heels. The high shoes as pictured or oxfords if you wish in same style; specify in your order. No. 5109. Sizes 6 to 11—Pair, \$6.45—Six months to pay.

We Don't Want You to Pay Cash

We prefer to have you experience our monthly payment system. It enables the man with an average income to buy the better quality which he knows is real economy in the end.

We have every clothing requirement for men and boys in an excellent quality and we want the privilege of sending our catalog to you free with the shoes. Six months to pay on every article we sell.



5409

Finest double soled full army pattern field shoe as well as the full Munson Army last. Finest tan upper stock. No. 5409. Sizes 6 to 11—Pair, \$5.90—Six months to pay.



5709

GENUINE

The finest upper leather for dress shoes that is tanned. Finer and softer than kid. Tough as hickory. Takes a polish like patent leather and never scuffs or peels.

Finest heavy single oak sole Goodyear welt sewed. Good-year "Wingfoot" rubber heels. Full leather trimmings throughout and every characteristic of the finest shoes. \$1.00 with order. If thoroughly pleased pay \$1.25 a month.

Square French toe. Pinked vamp and tip. Four rows of neat stitching. For comfort and the finest wear. Goodyear welt sewed single oak sole. Goodyear "Wingfoot" rubber heels. A soft fine grain mahogany upper stock.

No. 5709. Sizes 6 to 11—Pair, \$5.85. Six months to pay.



5209

KANGAROO

This kangaroo leather in this Admiral last we have sold to many thousands of men who could hardly believe that we offered the genuine article at this popular price. Such a shoe is generally sold in exclusive boot shops at \$12.00 to \$18.00 a pair. Let us prove to you what a wonderful dress shoe and comfortable shoe the kangaroo is. We only ask the privilege of sending a pair on approval for free examination. No. 5209. Kangaroo. Sizes 6 to 11—Pair, \$7.45.

Norwegian calf skin. You know it to be the finest. Extra fine oak soles Goodyear welt sewed. Style just as pictured.

No. 5809. Sizes 6 to 11. Pair, \$7.75. Six months to pay.



5809

Pin a dollar bill to this coupon and mail it to us now—today.

The Clement Company, 1550 Indiana Ave., Chicago, Ill.
Gentlemen: Enclosed find \$1.00 as first payment for which please send me a pair of shoes as noted below. If shoes are as you say, I agree to send \$1.25 each month until paid for—otherwise I will return in 48 hours, you to refund my \$1.00 and return postage.

Style No.SizeLeather.....

Name

Address

Get your name on our big list of satisfied customers and receive immediately our Big Money Saving Catalog of men's and boys' clothing—just off the press. Start right now to save money on quality wearing apparel.



WE GUARANTEE FIT

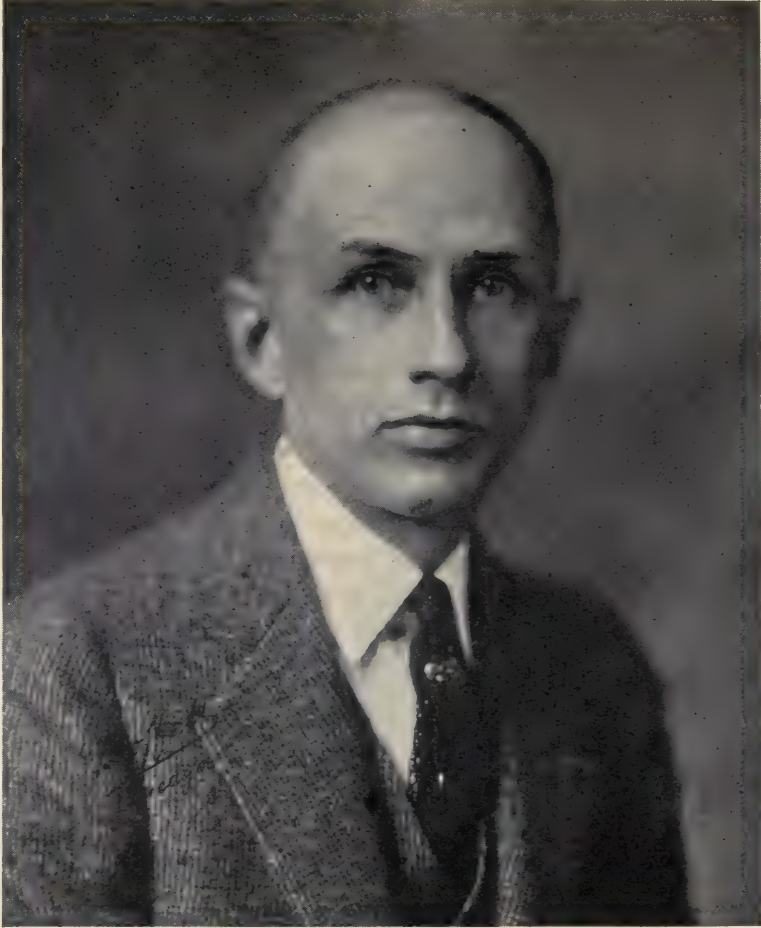
Send us your exact size if you know it. If not, send an outline of your stocking foot drawn on a piece of paper by tracing a pencil around the stocking foot. This assures you of a perfect fit.

Our iron clad guarantee is backed by 15 years successful merchandising of quality clothing for men and boys. Every article must give you satisfactory service or we agree to replace free or make any reasonable adjustment any fair minded man will ask. Order on approval—today.

The Clement Company
1550 Indiana Ave.
Chicago, Ill.

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L. H. Bond

Mr. Bond, recently appointed assistant engineer, maintenance of way, with headquarters at Chicago, was born at Louisville, Ky., November 14, 1879. He entered railway service as a chainman on the Illinois Central at Louisville in September, 1899. Later he served as rodman and instrumentman on construction work. From June, 1904, to June, 1910, he was in service at Carbondale, Ill., first as assistant engineer, then as supervisor and again as assistant engineer. From 1910 to 1914 he served as roadmaster at Clinton, Ill., and from 1914 to 1917 as roadmaster at Carbondale. From June, 1917, to June, 1919, in the absence of Colonel W. G. Arn, whom he now succeeds, Mr. Bond served a temporary appointment as assistant engineer, maintenance of way. Upon Colonel Arn's return, Mr. Bond was appointed district engineer of the Northern Lines, with headquarters at Chicago, a position he held until his recent promotion.



ILLINOIS CENTRAL MAGAZINE

MARCH

NINETEEN TWENTY-THREE

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GEORGE M. CROWSON, *Editor.*

CHARLES E. KANE, *Assistant Editor.*

We Saved Over Million Dollars in 1922

*Claim Payments Were Reduced \$1,216,594
Last Year as Result of Intensive Campaign*

By C. G. RICHMOND,
Superintendent, Stations & Transfers

THE slogan adopted by the Illinois Central System at the beginning of last year, "Save a Million Dollars in Freight Claims During 1922," was more than accomplished by a reduction of claim payments from \$2,449,275 in 1921, to \$1,232,681 in 1922—a reduction of \$1,216,594, or 49.6 per cent.

The offensive against causes responsible for claim payments started in the earlier part of 1920, did not bring results until August, 1921, but since that time there has been a reduction in claim payments each month for seventeen consecutive months, amounting to a total of \$1,749,126.

The following statement shows the remarkable reduction in claims paid for lost packages destined to stations on the Illinois Central and Yazoo & Mississippi Valley railroads during the last few years:

Claims for Lost Packages

	Number	Amount
1920	11,865	\$394,701
1921	4,575	277,139
1922	2,136	97,363

This reveals: 1921 compared with 1920, claims decreased 7,290, or 61.4 per cent; 1922 compared with 1921, claims decreased 2,439, or 53.3 per cent; 1921 compared with 1920, amount paid decreased \$117,562, or 29.7 per cent; 1922 com-

pared with 1921, amount paid decreased \$179,772, or 64.8 per cent.

It might further be pointed out, in connection with claims paid for lost packages, that there has been a decrease in the number of claims paid each month for twenty-four consecutive months—two full years. This remarkable record shows conclusively



David and Goliath

the result of the close check and supervision which the agents and supervising agents have given this particular class of claims. Under our present system, no claim for a short package is paid until it is approved by the supervising agent in charge of the delivering station.

In analyzing freight claim payments as to commodity, the freight claim department

used ninety-seven classifications. During 1922, as compared with 1921, seventy-eight of the ninety-seven commodities showed a decrease in claim payments.

Where the Decreases Were Made

Following is statement of commodities showing the largest decrease in claim payments during 1922:

Commodity—	1922	1921	Decrease	Per Cent Decrease.
Agricultural Implements.....	\$ 2,893	\$ 17,620	\$ 14,727	83.5
Chemicals and Explosives.....	6,051	25,196	19,145	75.9
Coffee	5,364	20,680	15,316	74.1
All Oils	13,262	49,293	36,031	73.0
Household Goods	18,570	55,249	36,679	66.3
Textiles	19,414	51,137	31,723	62.0
Sugar from All Points.....	46,495	121,808	75,313	61.8
Cotton	17,374	44,790	27,416	61.2
Flour and Other Mill Products.....	28,698	71,539	42,841	59.8
Manufactured Iron Articles.....	24,844	60,990	36,146	59.2
Lumber and Forest Products.....	18,651	44,588	25,937	58.1
Fresh Meats and P. H. P.....	62,070	145,845	83,775	57.4
Castings, Machinery and Boilers.....	19,679	44,918	25,239	56.1
Syrup, Glucose and Molasses.....	10,940	24,828	13,888	55.5
Automobiles and Auto Trucks.....	31,642	70,981	39,339	55.4
Other Manufactures and Miscel.....	199,809	417,070	217,261	52.0
Bananas, Fruits and Perishables.....	258,415	470,198	211,783	45.0
Bituminous Coal	74,735	132,420	57,685	43.5
Grain	106,295	185,869	79,574	42.9
Sewer Pipe and Drain Tile.....	21,388	33,589	12,201	36.3
Furniture (new)	41,786	62,166	20,380	32.7
Total	\$1,028,375	\$2,150,774	\$1,122,399	52.1

Following is a statement showing the reduction in claim payments by principal causes during 1922, compared with 1921:

Causes	1922	Percentage of Total Claim Payments	1921	Percentage of Total Claim Payments	Decrease	Percentage Decrease
Loss of entire package \$	97,637	7.92	\$ 277,139	11.31	\$ 179,502	54.7
Delays	129,938	10.54	341,001	13.92	211,063	61.8
Robbery	51,639	4.17	131,546	5.37	80,177	60.9
Improper refrigeration and ventilation	61,928	5.02	123,736	5.09	61,808	49.9
Loss other than entire package	129,365	10.50	247,793	10.11	118,428	47.7
Defective equipment..	183,003	14.85	349,436	14.27	166,433	47.6
Rough handling of cars	396,502	32.16	643,976	26.29	247,474	38.4
Wrecks	95,226	7.73	131,920	5.39	36,694	27.8
Total	\$1,144,968		\$2,246,547		\$1,101,579	49.0

The Four Chief Causes of Claims

You will note that rough handling leads all causes, being 32.16 per cent of the total, followed by defective equipment, with 14.85 per cent; delays and loss of package follow closely, with percentages of 10.54 per cent and 10.50 per cent. These four causes were responsible for 68 per cent of the total freight claim payments for 1922. The figures forcibly indicate the need of giving special attention to the items of cause showing the largest percentage of the total claim payments.

A review of the reduction of claim payments for the past two years would not be complete without calling attention to the

remarkable accomplishment of the chief special agent's department in reducing claim payments chargeable to pilferage and robbery.

Following is a statement showing the reduction made in the number of robbery reports received and claims paid during the years 1921 and 1922:

Year	Robbery Reports Received	Claim Payments
1920	8,472	\$212,451
1921	2,289	131,546
1922	1,307	51,369

The robbery reports received during 1922, compared with 1920, were reduced 7,165, or

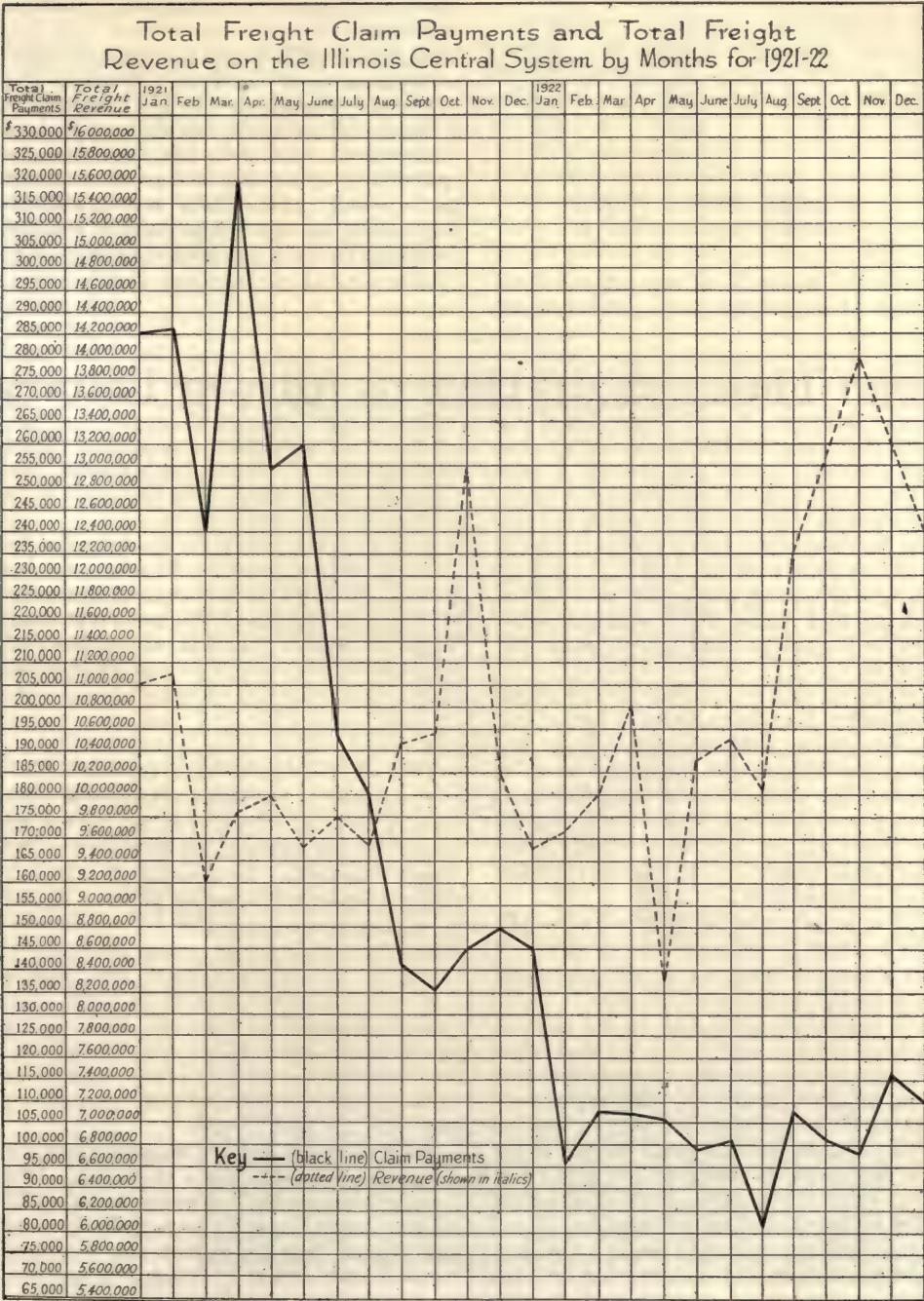
84.5 per cent, and the claims paid on account of robbery decreased \$161,082, or 75 per cent.

The remarkable reduction in freight claim payments during the last year is very much appreciated by the management. I wish to take this opportunity of offering my personal appreciation and thanks to the officers and employees for their strong support

and co-operation during the last year, and I wish to commend the generous spirit of rivalry which has made possible this wonderful claim reduction.

The accompanying graphic chart shows the percentage of total claim payments to total revenue during 1921 and 1922.

Following is a statement showing the percentage of claim payments to total freight



revenue for the last ten years on the Illinois Central and Yazoo & Mississippi Valley railroads, the 1922 percentage being the lowest of all during this period:

Year	Illinois Central	Yazoo & Mississippi Valley
1912	2.87	2.66
1913	2.60	2.44
1914	2.31	1.43
1915	1.46	.99
1916	1.12	.52
1917	1.52	.86
1918	1.83	1.16
1919	2.63	1.67
1920	1.99	1.46
1921	2.08	1.42
1922 .....	.96	.52

Total percentage, Illinois Central and Yazoo & Mississippi Valley, 192291

While the reduction in the price of commodities is responsible for a percentage of

the decreased claim payments, the fact that there was a decrease of 58,390 claims presented in 1921 as compared with 1920 and a decrease of 24,389 presented in 1922 as compared with 1921 and that during 1922 the tonnage of both carload and less-than-carload freight was greatly increased over former years proves conclusively that increased efficiency and interest in the handling of both classes of shipments by the officers and employees resulted in a real improvement.

It is earnestly hoped that this spirit of co-operation will continue. If every employee who participates in the handling of a freight shipment, either carload or less-than-carload, will feel his individual responsibility and make it a point to do his part so well and carefully that no trouble will result, we can again make a material reduction in claim payments and also make 1923 a year of still greater service to our patrons.

Some Thoughts on How to Answer Letters

A letter may be badly mixed up, but that's the more reason for reading it carefully to make a satisfactory reply.

You are carrying on conversation in type. Read the letter and mark the parts to be covered in your turn to speak.

It is surprising how this practice of weighing and sizing up a communication seems to warm the mind to masterful dictation.

Failure to follow this rule in our correspondence is disappointing and discourteous, like conversing without listening to another's remarks, while, from the point of business, the mail is multiplied, customers are disgusted and lost, transactions are delayed—and all for lack of a little concentration and understanding of the possibilities of better letters.

If the people who write you called one after another it would not do to speak to them in short distracted remarks, carelessly overlooking the important question.

Yet this is regularly done in the rush of cleaning up the mail in the busy office. For instance, a young and growing firm described in a rather tedious letter how they were progressing, merely mentioning that a consignment of goods might assist their more rapid expansion. The reply was a dry, stereotyped explanation of the rule of the house against consignments.

That was not the right slant; it would have discouraged and possibly lost a good customer. The right reply dealt in praise

of the firm's progress in so short a period, advised how to secure local capital, and showed consignments to be undesirable for the best profits.

You may say that's pretty deep for the average correspondent. Possibly so, but even an average clerk should be interested in the possibilities of an inspiring reply. There is always the man above who will help the dictator who wants to write better letters.—NELSON C. DURANT.

THE MAGNANIMITY OF BIG MEN

The story is told that, during the Civil War, Jefferson Davis, wanting a reliable officer for some important command, asked General Lee what he thought of a certain young man by the name of Whiting for the post. Lee commended him highly. One of the latter's officers was greatly surprised at the general's commendations, and, calling him one side, asked him if he knew what unkind things Whiting had been saying about him. Lee said, "I understand that the President wanted to know my opinion of Whiting, and not Whiting's opinion of me."

Really big men are too magnanimous, too broad, to notice criticisms or slights. It is the small man who is so carried away with his own importance, his own selfish interest and rights, that he cannot see the other fellow's side, cannot overlook any personal slight or criticism.—*Success Magazine*.

Vice-President Martin Post Blauvelt Dies

*Head of Accounting and Treasury Departments
Had Seen Thirty-eight Years of Railway Service*

MARTIN POST BLAUVELT, vice-president in charge of the accounting and treasury departments of the Illinois Central System since November, 1919, died Sunday morning, February 18, at the Windermere Hotel, 56th Street and Cornell Avenue, Chicago. Death was caused by a disease of the heart.

Mr. Blauvelt had been in failing health for several months. A week before his death he returned to his apartment at the hotel from the Illinois Central Hospital. His condition was believed to have improved, and news of his sudden and unexpected death came as a great shock to his friends and associates.

Mr. Blauvelt began his railway service as clerk in a local freight office. During the last few years of his life he was generally considered one of the ablest railway accounting officers in the United States.

For many years Mr. Blauvelt had been a prominent member of the committee on general accounts of the Association of American Railway Accounting Officers. In 1910 he was elected second vice-president of that association, in 1911 he was made first vice-president, and in 1912 he was made its president. His services with the Association of American Railway Accounting Officers were progressive, uplifting, and of a nature that commanded the high-

est esteem of his associates in dealing with railway accounting methods.

His First Railway Work in 1885

Mr. Blauvelt was one in a family of five children—two boys and three girls. He was born February 25, 1865, on a farm near Suffern, Rockland County, New York, and his education began in the district school at the age of four years. He was graduated from the Goshen Collegiate Institute at Goshen, Orange County, New York.

Mr. Blauvelt first entered railway service in 1885 in the freight office of the Delaware, Lackawanna & Western Railroad at Hoboken, N. J. In this position he gained



Martin Post Blauvelt

valuable experience by contact with the commission men of New York City when he acted as weighmaster in the produce yard of that railroad in Hoboken. In addition to his other duties, he had charge of the yard and was responsible for the placing of cars. On October 6, 1887, he accepted a position as clerk in the office of the auditor of freight traffic of the New York, Lake Erie & Western (now the Erie) Railroad. On February 1, 1891, he accepted a clerkship in the office of the third vice-president and auditor of the same road. Promotion then became rapid, and in 1896 he was made chief clerk in the accounting department, and on June 1, 1902, he was elevated to the position of assistant auditor. Four months later he was made auditor. In November of the same year he was promoted to general auditor, and a year later was elected comptroller.

Entered Illinois Central Service in 1910

Mr. Blauvelt entered the service of the Illinois Central System on February 8, 1910, as comptroller. In 1917 he was tendered, and he accepted, the position of vice-president and comptroller of the Lehigh Valley Railroad Company, thereupon severing his connection with the Illinois Central System. In 1918 Mr. Markham, who was then regional director of the United States Railroad Administration, with headquarters at Phil-

adelphia, appointed Mr. Blauvelt his assistant. In November, 1919, Mr. Blauvelt severed his connection with the Railroad Administration and was elected vice-president in charge of the accounting and treasury departments of the Illinois Central System, which position he held at the time of his death.

The members of Mr. Blauvelt's immediate family who survive him are his widow, Mrs. Mary Blauvelt, and his father, C. A. Blauvelt, who is 87 years of age. The family had lived at the Windermere Hotel for a number of years.

Mr. Blauvelt was a member of the South Shore Country Club, the Calumet Country Club and the Chicago Athletic Association.

Funeral services were held at 11 o'clock, Tuesday, February 20, at Saint Paul's Church, Dorchester Avenue and the Midway, Chicago, and the body was taken to New York City for burial.

The loss to the Illinois Central System in Mr. Blauvelt's death is immeasurable, and he will be greatly missed by those with whom he had been associated. He was a man of sterling integrity and of unusual executive ability.

Whether the world is blue or rosy depends upon the kind of spectacles we wear. It's our glasses, not the world, that needs attention.—*The Watchman*.

Water Service Development in 30 Years

The Illinois Central water department was established in 1894 and was the first system water department organization on any railroad. M. D. Miller was appointed general foreman of water service in 1894 and served in this capacity until December 1, 1904, when he left the service of the Illinois Central to become superintendent of water service on the Missouri Pacific.

Mr. Miller was the pioneer in railway water service, and it was undoubtedly due to the success of his organization on the Illinois Central that many other roads established similar departments. It is also worthy of note that railway water softening received its first real impetus through Mr. Miller's activities in establishing water softening plants on the Missouri Pacific. Mr. Miller left the service of the Missouri Pacific in 1910, when he organized the Railroad Water & Coal Handling Company, general contractor of railway water service work, of which company he is now president.

Mr. Miller was succeeded on the Illinois Central by C. E. Thomas, who served in

the capacity of general foreman of water works until April 1, 1912, when he left the service of the Illinois Central to engage in the sand and gravel business at Mason City, Iowa.

Mr. Thomas was succeeded by C. R. Knowles, who holds the position at the present time. The title of general foreman of water works was changed to that of superintendent of water service on July 1, 1916.

As an example of the development of water service and the increased demand for water on the Illinois Central since the water department was established, a few comparisons are presented:

The largest water tank in service on the Illinois Central in 1894 was of 50,000 gallons capacity, as compared with tanks now in use having capacities of 150,000 and 200,000 gallons.

The greatest consumption of water on any one point in 1894 was at Centralia, Ill., where the annual consumption was 72,000,000 gallons. The consumption at Centralia is now in excess of 300,000,000 gal-



Left to right: C. E. Thomas, C. R. Knowles, M. D. Miller

lons a year. It still represents the largest consumption at any one station on the system.

In 1894 the 400-class locomotive was the largest in service. This engine had a tender

capacity of 3,850 gallons of water, while the Central type now in use has a tender capacity of 12,000 gallons of water, or more than three times the capacity of the tender of the 400-class engine.

Springfield, Ill., Flower Fund Successful

By HENRY CONRAD,
Switchman, Springfield, Ill.

Just a few words about our flower fund, which I believe is the only flower fund on the whole Illinois Central System. For more than two years we, the employees of the Illinois Central at Springfield, Ill., have been keeping up what we call "employees' flower funds." We collect 25 cents every pay day from each member until we have \$50 in the treasury, and then stop until it goes back to about \$10. Every member or one of his family gets a \$2 bouquet of flowers when sick. We send a \$5 bouquet of flowers for any death in the family of a member and a \$10 bouquet for the death of a member. In the two years since we started, we have spent more than \$200.

We have as our members yardmasters, engine foremen, switchmen, engineers, firemen, passenger conductors, flagman, roundhouse men and a few car inspectors. We have at present forty members. We lost our first member by death when Chris Catlin, engineer, passed away December 10, 1922. He enjoyed the flowers that were sent to him during his sickness.

It is to be hoped that our success will start other divisions of the Illinois Central System to having flower funds. N. B. Clark, yardmaster, is our secretary and treasurer, and Jim Leavy is the collector at present. We change about in collecting, so as to give all members a chance to help. Let us hear from other members and divisions.

M. H. Kempton Is Proud of Engine No. 1171

Illinois Division Engineer Has Driven His Locomotive 300,000 Miles in Last Five Years

IN the last five years Engineer M. H. Kempton has driven engine No. 1171 a distance equal to more than twelve times around the earth. His run is on passenger trains Nos. 1 and 2, between Chicago and Champaign.

With an association extending over something like 300,000 miles, Engineer Kempton and his locomotive have become great friends. A locomotive is inanimate in name only, according to a great many of our engineers, among whom Mr. Kempton is one, for under constant handling the engineer comes to know the traits of a locomotive as he knows the traits of a pet dog, or horse, or the traits of an individual. Some engines are fussy, like an old hen which worries over her chickens. They require a great deal of coaxing. Some are surly, rebellious. They must be handled with tact. Some are sturdy, dependable, and under proper treatment will respond as cheerfully and willingly to the task as a patriotic citizen who responds to the call of his country.

Engine No. 1171 belong to the class of willing workers, those who do their work readily and capably, without shirking, according to Mr. Kempton.

"She is always *there* when she is wanted, ready to go," Engineer Kempton declared to his interviewer.

And she has gone, through all kinds of weather, under almost every conceivable condition known to operating men. Under the blazing sun of summer's scorching heat, through blinding snow storms, in clear and foggy weather, she has pulled our passenger trains under Mr. Kempton's efficient hand, helping to maintain the record which the Illinois Central System holds for on-time passenger train performance.

Knows His Locomotive Well

Engineer Kempton's long experience in the mechanical department has taught him to know his locomotive thoroughly. A mother who watches over her child from babyhood to maturity, nurses it, binds up its bruises, shares its joys and sorrows, doesn't understand her child any more thoroughly than Engineer Kempton understands No. 1171. That, after five years of service with the engine, Mr. Kempton is willing to say that No. 1171 has met every test is a compliment not only for the engine, but for the engineer as well.

Mr. Kempton has just passed his sixty-



Photo by Moffett

M. H. Kempton

seventh milepost in age and has to his credit more than fifty years of continuous service in one department. He went to work as an office boy for the superintendent of motive power, learned shop work thoroughly, and went on the road well trained as a handler of engines. His service extends over a period in which remarkable improvements have been made in railway motive power, and in the adaptation of those improvements to the service of the Illinois Central System, especially in the earlier days, he played no small part. The story of his life history, however, will be reserved for telling upon another occasion. For the purpose of this article, let us say that he has run over nearly every foot of track of what he proudly claims is the greatest railroad on the face of the earth. For the past twelve years he has been on his present run.

Proud Also of Illinois Division

Engineer Kempton's pride in engine No. 1171 and in the Illinois Central System, however, must be shared with his pride in the Illinois division, with which he has had such a long continuous connection.

"I regard the Illinois division as the fin-

est division on this great railway system," Engineer Kempton said. "It has made more good operating officers and employes than any other division of the system. I have only to mention such names as A. E. Clift, George E. Patterson, J. W. Hevron, E. H. Baker, J. T. Standford, C. W. Davis, W. E. Ellwood, William E. Rosenbaum, R. Rogerson, W. B. Davis, A. Bernard and J. L. Downs to prove that. Most of our train dispatchers have been trained on the Illinois division. The officers of the mechanical department, outside of J. H. Nash and W. H. Donley, are not directly from our division, but their time with us has been so long that we feel they belong to us. There are many others who should be included on that list—men who have left us and gone to improve the service of other roads. I am mighty proud of my long association with these men."

Engineer Kempton was an Illinois division man even when it came to selecting



Engineer Kempton and No. 1171

a wife, forty-six years ago. In 1877 he went to Tuscola, on the Illinois division; and was united in marriage to Miss Sarah E. Connor. They are the parents of five children, now between 45 and 29 years old, all of whom are married, and the Kemptons have four grandchildren of whom they are truly proud. Mr. and Mrs. Kempton live in Chicago, at 6202 University Avenue.

His Record Book Saves Company Money

A unique record of shipments is kept by F. E. Rehorst, our agent at Ponchatoula, La. A few experiences with the memories of some shippers taught Mr. Rehorst that a stitch in time is sometimes worth a whole flock of birds in the bushes, to use a slightly mixed jumble of adages. So he contrived a little book in which he sets down a concise and detailed history of each carlot shipment that goes forward from Ponchatoula.

This station is a busy point, at certain seasons of the year, for the dispatch of strawberries and vegetables. Strawberries are a highly perishable product and are affected by weather conditions, such as sudden extremes of heat or cold, excessive moisture and the like. All of these contributing factors are taken into consideration by Mr. Rehorst in making up his records.

His little book is arranged in columns. He makes an entry of the car number and initials in the first column; next what it contains, when moved or, if not immediately moved, how long held; he also notes the exact weather conditions on that date, showing the range of temperature, whether clear, cloudy or raining. Anything unusual, like wind or excessive humidity, is noted, also whether or not the products loaded

were in good or bad condition at the time of loading. The exact time of departure and the number of the train are set down, and Mr. Rehorst's little log-book is ready for all comers.

On several occasions his complete and carefully compiled records of shipments have saved the express company and the Illinois Central the expense of unjustified claims for damage. It's a pretty safe hazard that if over-ripe strawberries are loaded at the Ponchatoula station and go bad in transit, the little log-book will show the whole procedure, at the starting end, anyhow.

A commendable feature of the detailed record Mr. Rehorst keeps which makes it of substantial benefit to the shipper whose claim is just is the fact that if the products dispatched were in excellent condition the record shows it. The plan is simply a practical application of the "Square Deal" for everybody concerned.

He only is advancing in life whose heart is getting softer, whose blood warmer, whose brain quicker, whose spirit is entering into living peace.—RUSKIN.

Helping to Build Up the Dairy Industry

*Illinois Central System Opens Up New Market for
Iowa Breeders and Improves Herds in the South*

THE Illinois Central System enjoys the privilege of traversing one of the greatest farming districts in the world. The dairy industry is a profitable enterprise which flourishes in many districts of the upper Mississippi Valley and which is being developed from modest beginnings in other sections. The latter is particularly true of that section lying contiguous to the Illinois Central lines in Mississippi and Louisiana, where the business of dairying and growing purebred cattle is rapidly becoming a profitable source of revenue.

Following its policy of co-operation with patrons on all parts of the system, the management of the Illinois Central System this spring decided to purchase a group of thoroughbred dairy bulls to be lent free of charge to dairymen in Mississippi and Louisiana for the improvement of their herd standards. Twenty registered Jersey males were bought for this purpose, representing the best type of butterfat-producing stock to be found in the Middle West. These animals were obtained from one of the most famous Jersey-breeding districts in the United States, the country lying in north central Iowa around Waterloo and Des Moines.

A double purpose was served in buying these fine dairy sires from breeders along the Western Lines. Patrons of the Illinois Central System in Iowa were thus afforded a market for their purebred stock, and other patrons of the road, in the South, many hundreds of miles distant, were benefited by the introduction of valuable new blood into their herds. The railroad in this way was able to advance the interests of two different and widely removed districts where the dairy industry is of large importance.

Quality of Livestock Improved

In order to stimulate interest as well as to make more profitable the returns from livestock breeding and the dairy industry along its lines, The Illinois Central System, at various times in recent years, has purchased purebred males of the various breeds of beef and dairy cattle for distribution among the farmers of certain states traversed by the system. In some instances these animals were given outright as prizes for progressive showings in competitive breeding or production contests, and in other cases the males were simply lent for breeding purposes without charge to those



A good cow is judged by her deeds as well as her looks. This is Financial King's Interest, now 23 years old, who will soon be the mother of her twenty-second calf. She is shown here with her twenty-first baby when she was 22 years 5 months old. Most cows cease to become milk and butterfat producers at from 12 to 15 years of age. But when this wonderful cow was 18 and 19 she produced more than 1,000 pounds of butter and three calves in the 2-year period. Practically all of the twenty bulls which are being distributed by the Pure Bred Sire Special can trace their ancestry to this cow.

benefiting. In all cases, it has been found that the quality of livestock and dairy production in districts where the plan was followed was greatly improved and that results obtained invariably warranted the action of the railroad's development bureau.

A great many blooded sires of the Angus, Shorthorn, Holstein and Jersey breeds have been distributed in Iowa, Illinois, Kentucky, Tennessee and states farther south under this plan. It was recently decided to make a distribution along similar lines for the benefit of the dairy industry in Mississippi and Louisiana. Accordingly, this extra fine group of twenty purebred, registered Jersey bulls was bought in the vicinity of Waterloo, Jesup and Des Moines, Iowa, and assembled for shipment south. These animals were all carefully chosen with regard to their lineage from dams with high test showings of milk and butterfat production and were purchased under the personal supervision of H. J. Schwieter, general development agent. Mr. Schwieter, after due thought, decided that the famous Financial King family of Jerseys was best adapted to the purposes he had in mind, and all of the sires purchased are members of that excellent strain.

Company to Keep Ownership

Ownership of the bulls will be retained by the railroad, but their use by farmers

in the communities where they are placed will be unrestricted and without charge by the company. The Illinois Central System is building for the future of the dairy industry in the South, by introducing purebred sires into the field at a time when the business is beginning its real development.

Those who have had long experience in the dairy industry say that there is no question about the profitable results from pure breeding. Good stock always brings remunerative returns in appreciated prosperity to a community. Nevertheless, it is just as unquestionably true that, unless good cows and heifers are mated with purebred dairy sires, the strain must necessarily deteriorate in a few generations. The initial prosperity brought by good cows will be transient. Much depends upon keeping up the high standards of one's herd by consistent and intelligent mating with carefully selected males.

With this idea in view, the Illinois Central has gone a long way toward solving the difficulties which confront the small dairyman in the South by placing these fine animals at his disposal. It is doubtful if a finer lot of bulls was ever assembled in one group before in this part of the country. The essential consideration insisted upon by Mr. Schwietert in choosing the individuals was butterfat production on the part of the immediate maternal ancestry. He was not content merely with the record of the bull's immediate dam. He saw to it that excellence was sustained by other generations of milk and butterfat production. Strength of breeding in a high-producing family of individuals, as demonstrated by many generations of milk, butter and show-ring records, is the real proof of merit. It is that alone which gives reasonable assurance that a sire will beget daughters that are certain to possess the characteristics so greatly to be desired.

Bulls Have Good Ancestry

While careful in the selection of males with splendid ancestry on the maternal side,



Financial Merman

Mr. Schwietert also paid attention to the paternal lineage of each individual, making sure that he be strongly bred in the Financial King family as well as well grown, well developed and true to type and conformation. An illustration of these requirements is seen in the bulls which were finally chosen.

In ages they range from 1 to 3 years. Among them is Financial Winner 202404, a grand champion at the Kansas State Fair and the Kansas Free Fair. He is more than a wonderful show bull, since his mother, as a 3-year-old, produced 512 pounds of butterfat in a year; his grandmother, as a 4-year-old, produced 632 pounds of butterfat in a year, and his great-grandmother had a record of 621 pounds of butterfat in one year. Another bull in the group is Financial Merman, grand champion at the Nebraska State Fair. He, too, is backed up by generations of high production, tracing directly back to Count's Miss Marigold, the highest-tested daughter of Financial Count, with a record of 14,473 pounds of milk and 895.67 pounds of butterfat in a single year. Financial Sensation Count is another member with a proud lineage; he won two firsts as a calf—at the North Dakota State Fair and at the Kansas State Fair—and his dam was a daughter of the \$60,000 sire, Financial Sensation; as a 2-year-old she made a record of 338.57 pounds of butterfat in 305 days and produced two calves.

Steady Reward for Purebred Stock

The dam of Financial Sophie's King, another bull in the group, made 492.8 pounds of butterfat in a year, and her dam established a record of 944 pounds, while the great grand-dam of this fine bull reached the high total of 1,113 pounds of butterfat in one year. Another evidence of high excellence in the animals selected is found in the fact that five members of the group have been used as herd sires in the Waterloo Jersey farm and Meredith Jersey farm herds.

So judiciously have the factors which



Financial Winner

indicate greatness in a sire been taken into account in selecting these bulls that there can be no doubt of the splendid results which will be obtained in the communities in which they are placed. In a short time these communities cannot well avoid becoming sources from which high-record, butterfat-producing, show cattle will be obtainable. And it must be borne in mind that there is always a steady demand for purebred dairy stock at fancy prices.

It is just as easy to breed high-class stock as scrubs. The returns justify the initial expenditures many-fold. The following actual records of three cases of pure breeding by farmers in Iowa eloquently express the point of profitable returns:

Breeding Good Cattle Is Profitable

Example 1. This herd was started with one cow and four heifers, in March, 1917. At the end of five years, the results shown were: In the herd were twenty-four head, some of which were extra fine cows testing in high figures; sales of fourteen head, three of which were cows and heifers, had been recorded meanwhile, bringing a total of \$3,244.61.

Example 2. This herd was started in March, 1917, with ten females. During the 5-year period, ten cows and heifers were sold at prices ranging as high as \$750 each, and fourteen males were sold, one of which brought \$900. The total received for stock sold was \$9,288.81. Remaining in the herd were thirty-five head, many of which would command even higher prices.

Example 3. Started in March, 1917, with twenty females. Sales numbered sixteen females and eighteen males, counting two half-interests in different bulls as one individual. The high price for cows was \$750, with several ranging from \$500 to \$650. Two bulls from this herd brought \$1,000 each, and there were many that sold for \$500. The total receipts from stock sold were \$11,097.87. Remaining in the herd at the end of the period were fifty-five head.

These figures should show conclusively that, when properly undertaken and handled, the breeding of thoroughbred dairy cattle is a profitable business. Aside from the sale of surplus increase at good prices, there is a steady income from milk and butter production, no account of which was included in the figures shown above. The income from the latter source, of course, is always larger from purebred stock.

Interest Shown in Stock Raising

General interest is being manifested in the territory traversed by the Illinois Central System south of Memphis, Tenn., in the upbuilding of the dairy industry. It is planned to bring at least 500 high grade and high-producing Jersey cows into the district around Grenada, Miss., this year with which to increase the receipts of butterfat and milk at the local creamery and thereby increase the prosperity of the dairymen.

J. T. Thomas, one of the prominent bankers in Grenada, has announced that he has \$100,000 available at this time for loans to farmers at 5 per cent, especially for the purchase of good dairy cows. The only stipulation is that stock purchased must be purebred or high grade.

In distributing the twenty registered Jersey sires over Mississippi and Louisiana, the Illinois Central System arranged for a comprehensive educational campaign in connection. A special train carrying the animals left Fulton, Ky., February 26 and will cover an itinerary of about fifty cities and towns by March 13. Lecturers and specialists in all matters having to do with breeding, feeding, testing and high production in the dairy industry accompanied the "Purebred Sire Special" and conducted demonstrations and delivered instructive addresses at the points visited. Through the co-operative efforts of farm agencies and bureaus, commercial clubs and bankers, as well as individuals who are forwarding the movement for purebred dairy cattle in the



Financial Model Sensation



Financial Sensation Count



Successful Emancipator

South, it was made possible for generous turnouts of farmers to be informed of the meetings at the various stations.

To Keep Record of Results

Among those accompanying the special train and delivering the series of lectures are: Prof. Hugh G. Van Pelt of Waterloo, Iowa, national authority on breeding and feeding; Prof. L. A. Higgins, dairy husbandman of the Agricultural & Mechanical College, Starkville, Miss.; Mr. Schwietert and members of his staff. One of the features stressed by the railway company's representatives was the proper care and management of the animals which are being lent to the farmers. Detailed instructions were given as to handling the bulls, and the company's men were assigned to the work of supervising the construction of pens and taking safety measures for promoting facility of feeding and service.

Mr. Schwietert will keep complete records of the results obtained from the work, and inspections will be made by the development bureau's field representatives at regular intervals. It is proposed to offer prizes for high showings in percentage of of butterfat production later on, with the idea of stimulating friendly rivalry among the dairymen throughout this section of the South.

"Another thing we expect to accomplish by building up the dairy industry in Mississippi and Louisiana," Mr. Schweitert says, "is indirectly to strike a body blow at the boll weevil. Wherever it is possible to replace the acreage of cotton grown with a corresponding area of grain and hay cultivation, just that far we have reduced the feeding grounds of the pest which is gradually making cotton-raising one of the hazardous ventures of the South. It is generally conceded that the only successful method of stamping out the boll weevil pest is a temporary suspension of all cotton-raising in infected districts for a few years. Other plagues of farming in the South have been reduced or eradicated by scientific remedial measures in recent years. The

whole state of Mississippi is now practically free from cattle-tick, formerly one of the menaces of the cattle industry in that part of the country."

LEASING OF C. M. & G. APPROVED

Affirmative action was taken on February 16 by the Interstate Commerce Commission in the matter of the application of the Illinois Central Railroad Company for authority to acquire control by lease of the railroad and property of the Chicago, Memphis & Gulf Railroad Company. This road extends from a connection with a branch line of the applicant at a point 3.07 miles west of Dyersburg, Tenn., in a northerly direction to Hickman, Ky., a distance of 48.53 miles. The Chicago, Memphis & Gulf also operates into Dyersburg by track-age rights over the rails of the applicant.

"Play for position." The "hit-and-pray" principle never gets far in billiards or anything else. Leave nothing to luck. To progress in any job, "play position"—look ahead, plan ahead, figure out what the next position calls for and prepare for it.—WILLIAM F. HOPPE, world's balkline billiard champion.

JUST \$14.29 A WORD

said. "They say \$25,000."

\$100 a Day

**For Best Tongue Twister
TODAY'S WINNER**



Lucy E. Sinclair

4564 Lake Park Ave., Chicago
"Whimsical Willie Whipple Whistles Willow Whistles Willingly."

Read all about the contest on

PAGE 5

Here's what the Chicago Tribune of February 10 had to say about the chief clerk to our general development agent.

Y. M. C. A. Serves Ten Thousand a Month

Four-fold Program of Christian Organization Popular With Our Employees at Waterloo

THE four-fold program of social, physical, educational and religious activities of the Railroad Y. M. C. A. at Waterloo, Iowa, serves about ten thousand persons a month. This number includes those to whom meals are served, those to whom first-aid treatments are given, those served by the library and those who attend the various meetings, participate in games and patronize the dormitory.

A thoroughly modern restaurant is maintained by the Y. M. C. A. for the convenience of the employees at Waterloo, and about five thousand clean, wholesome and appetizing meals are served each month at moderate prices. Nearly one hundred dinners are served at noon each day, and it is all done in about forty minutes. About \$2,500 has been spent for repairs, furniture and improvements for the dining room.

Then there is the library, which adjoins the dining room. Many of the employees sit and read at their leisure in the large, comfortable chairs in the reading room. Magazines, newspapers and many books are there, and for some the few moments between lunch time and the whistle are not idly wasted on the street or in the corner store.

Time Saved by First-Aid Room

A room is provided by the Railroad Y. M. C. A. for the company physicians to use as a place to dress the wounds of the injured employees. All items of expense, such as cleaning and laundry, are taken care of by the Y. M. C. A. Dr. F. W. Porterfield, division surgeon, says that the use of



Roy A. Graham

this room has been a great time-saver for the employees who suffer slight accidents while at work. Their minor injuries are dressed, and the men return to their work within an hour. Before the Y. M. C. A. provided the room, an employe lost from three hours to a half a day and more, no matter how small the wound. Probably 250 men receive treatment there each month, Doctor Porterfield says. This work, of course, is under the direction of the hospital



The dining room and lunch counter at noon

department of the Illinois Central System.

The Railroad Y. M. C. A. at Waterloo was organized about twenty-five years ago. About two years ago it became a branch of the central Y. M. C. A. at Waterloo in order to increase the efficiency of the organization. February 1, 1921, Roy A. Graham became the executive secretary of the Railroad Y. M. C. A. At that time the entire association was reorganized, a new committee of management was appointed, the quarters were remodeled and new equipment was added. Since that time other improvements have been numerous.

Mr. Graham was born June 13, 1889, at Jeffersonville, Ind. He attended the high school there, went to college two years, and then took charge of his father's drug store. He remained in this work until March, 1918, when he entered Y. M. C. A. work at Camp Jackson, S. C. He served there and at Charleston, S. C., in the Army Y. M. C. A. until June, 1919. Then he became a member of the staff of the city Y. M. C. A. at Charleston, where he remained until he accepted his present position at Waterloo. He is a valuable aid to the hospital department, since he is a registered pharmacist. Mr. Graham is a hustler and is always on the look-out for something which will keep alive the interest of the employees in the Y. M. C. A.

Dormitory Facilities Popular

The dormitory of the Railroad Y. M. C. A. quarters at Waterloo is filled to capacity all the time, Mr. Graham says. He has

even had to give up his office room, so that a few more beds could be installed.

Community mass meetings are held each month at three points in the railway territory about Waterloo. These meetings are held under the direction of the association at Waterloo. The programs consist of mass singing, practical talks and motion pictures. About 250 persons, on an average, attend these meetings each month.

In addition to these mass meetings, three boys' clubs are kept active. The members are sons of the railway employes, and there are more than 100 enrolled. The weekly programs are conducted along the regular four-fold Y. M. C. A. program lines.

Each Tuesday at noon a free motion picture is shown in the quarters of the Railroad Y. M. C. A. These shows are looked forward to by the employes, and they are largely attended. The pictures, usually educational in character, are furnished by the industrial department of the Y. M. C. A. at New York.

Held Successful Membership Drive

The Railroad Y. M. C. A. at Waterloo conducted a most successful membership campaign last October. In seven days, 252 new members were enrolled. Mr. Graham says that the results of this campaign were not surpassed by those of any similar association in the Middle West. W. S. Williams, general superintendent of the Western Lines, acted as the campaign manager. George Wheeler, a Minnesota division engineer, and Henry Crowell, apprentice boy instructor at the Waterloo shops, assisted



A corner of the library

Mr. Williams as division captains during the membership campaign.

A complete resume of the activities of the Railroad Y. M. C. A. at Waterloo during this last fiscal year has not as yet been compiled, but a glance at the things that were done by the organization during 1921 and 1922 will give an idea of what holds the interest of the employees there.

From May 1, 1921, to May 1, 1922, twenty-four checker boards and men were in constant use; 7,529 men participated in 3,377 horseshoe games; twenty-nine students each day attended nine educational classes which were conducted in co-operation with the company; 2,575 attended fifteen picture shows; 285 books were circulated; three shop chautauquas, with eighteen meetings of health, banking and legal talks and musical numbers, had a total attendance of 3,625; fifty-two strictly religious meetings were attended by 4,963 employees; 86,182 men used the Y. M. C. A. quarters in some way; 4,815 baths were taken; 1,559 nights' lodgings were sold; 129 attended sixteen committee meetings; 1,625 attended six community meetings; fifty-nine nights' lodgings were given to men who were out of work; sixty-eight meals were served to men without money; and 626 employees attended thirty-eight group meetings on fuel, safety first and other company matters.

The total receipts of the Railroad Y. M.



Receiving treatment in the surgeon's room

C. A. at Waterloo from May 1, 1921, to May 1, 1922, were \$12,831.92, and the total expenditures during the same time were \$12,712.49, according to Mr. Graham.

The committee of management of the Railroad Y. M. C. A. at Waterloo is composed of the following: H. G. Brown, chairman; R. A. Barnes, secretary-treasurer; Roy A. Graham, executive secretary; H. S. Taylor, A. G. Robbins, H. O. Dahl, A. E. Bentz, James Pennington, George Wheeler, H. L. Crowell and R. E. Dunlavey.

Our Monthly Roll of Honor

Below is a list of employees retired at the meeting of the Board of Pensions January 31:

Name	Occupation	Years of Service	Date of Retirement
Stephen A. Barker.....	Conductor, Kentucky Division.....	18	10/31/22
Charles C. Meise.....	Switchman, Freeport, Ill.....	27	10/31/22
Garrett Hutton.....	Yard Foreman, Cedar Rapids, Iowa.....	21	11/30/22
Alexander M. Stewart.....	Engineman, Louisiana Division.....	26	11/30/22
James R. Brown.....	Crossing Flagman, Springfield, Ill.....	22	11/30/22
William Lane.....	Car Inspector, Clinton, Ill.....	34	1/31/23
John Sloan.....	Boilermaker, Burnside Shops.....	28	3/31/22
John Boylan.....	Machinist Helper, Council Bluffs, Iowa.....	15	12/31/22
George S. Rodenbaugh.....	Engine House Foreman, Vicksburg, Miss.....	32	1/31/23

The following deaths of pensioners were reported:

Name	Occupation	Date of Death	Term as Pensioner
Robert Travic.....	Laborer, Mississippi Division.....	12/27/22	6 years
Thomas Huff.....	Boilermaker, Springfield Division.....	12/18/22	16 years
Ewing Morgan.....	Foreman Carpenter, Memphis Shops.....	12/25/22	2 years
Charles E. Tracy.....	Signal Supervisor, Iowa Division.....	1/13/23	3 years
Joseph W. Wenger.....	Traveling Freight Agent, Traffic Dept.....	12/27/22	5 years
John Davidson.....	Section Laborer, Kentucky Division.....	1/14/23	3 months
James B. Good.....	Engineman, Tennessee Division.....	1/20/23	2 years
John W. Boyer.....	Engineman, Indiana Division.....	12/14/22	20 years
Louis R. Carpenter.....	Conductor, Springfield Division.....	1/27/23	8 years

State Will Gain by Building of New Line

President Markham Replies to Critics of Proposed Railroad by Saying Illinois Will Profit

ON February 20 President Markham gave out the following statement with respect to the proposed new line of railroad between Fulton, Ky., and Edgewood, Ill., points on the present main line of the Illinois Central System:

"My attention has been called to the fact that many Illinois newspapers have recently contained articles emanating from Cairo concerning the plans of the Illinois Central System for constructing a new single-track line from Fulton, Ky., to Edgewood, Ill. Particular weight has been given to the assertion by opponents of the plan that if this new line is built the revenues of the state will be reduced on account of the diversion of traffic from the charter lines of the Illinois Central. There is not the slightest ground for this charge. I assert confidently that the tax bill of the Illinois Central in Illinois will be increased rather than diminished by the building of the new line. The charter of the Illinois Central provides, in effect, that the railroad shall pay to the state, in lieu of all other taxes, 7 per cent of its gross receipts. Of the more than 6,000 miles of line operated by the Illinois Central System, only 705 miles were built under this charter and are subject to its provisions. All the rest of the mileage of the system is taxed just as are other railroads. The new line will add 130 miles of railroad in Illinois, and all this additional mileage will be subject to general taxation. The new line will open up a portion of the state not heretofore supplied with railway facilities. The greater part of the new business thus created will reach the charter lines at Edgewood, and from that point will be subject to the 7 per cent charter tax.

How System Has Grown

"The history of the Illinois Central has been that every addition to the system has increased the earnings of the charter lines and as a result has increased the amount of taxes paid Illinois. In 1877, before the Illinois Central began its policy of expansion, the state received in revenue from the charter tax about \$316,000, based on gross receipts of about \$4,500,000. Competing roads were invading the Illinois Central's territory and taking away its traffic. With the change in the policy of the road, resulting in the acquisition of a portion of its Southern Lines in 1882, certain lines in central Illinois in 1888, the Yazoo & Mis-

issippi Valley in 1892, the Louisville-Memphis line in 1897, the line from Fort Dodge, Iowa, to Omaha in 1900, the Peoria-Evansville line in 1900 and other important lines now composing the system, the gross receipts of the charter lines steadily increased, so that, without any increase in charter line mileage, the 7 per cent paid the state grew from \$316,351 in 1877 to \$3,170,226.56 in 1922. The effect of the addition of the branch lines has been to increase greatly the gross revenues of the original lines and the payments to the state. We may be sure that history will repeat itself. In all fairness I wish to say that, in proposing this new line, no one connected with the management of the Illinois Central has considered any saving in the amount of taxes paid the state or has believed the change will so result.

"In projecting this line we are thinking only of the imperative need of enlarging our facilities to take care of our steadily expanding business. In the last ten years our traffic on certain parts of our line has been more than doubled. In view of this great increase, if we are to keep ahead of the traffic, it is obvious that a new line must be built, and that as soon as possible. We are rapidly approaching the limit of our present facilities.

Will Develop New Traffic

"The new line will cost \$17,000,000. Its construction will avoid the necessity of double-tracking that part of our Kentucky division from Fulton to Paducah. It will develop much valuable new traffic and serve a considerable territory now without adequate railway service. The heaviest grade will be three-tenths of 1 per cent. The line will be comparatively inexpensive to construct and also economical to operate. On the other hand, it would cost \$24,000,000 to make the changes in existing lines considered necessary for future development, and after this expenditure had been made the expense of maintenance would be much greater than on the proposed line and operating conditions would by no means be so favorable; moreover, the new territory would not be developed.

"The construction of the proposed line will not unduly affect communities on the existing line. There will be business enough for all. It should be obvious that the new line will greatly benefit communities through which it will be built and yet that they will not grow at the expense of

those located on the existing line. While there will be some necessary rearrangements and readjustments, the public generally will be so greatly benefited that there

is no justification for the effort of certain communities to promote a contrary belief. Illinois will be the gainer in taxes paid, general development and public good."

Our Grade Reduction Projects in Illinois

The extensive improvements contemplated for 1923 by the Illinois Central System, concerning which a public announcement has recently been made by President Markham, include three grade reduction projects affecting the main line in Illinois. The projects are at Magnet and Alma, on the Centralia-Champaign district, and at Paxton, 25 miles north of Champaign. The latter includes a separation of grades at the crossing of the Lake Erie & Western Railroad. Preliminary work will begin around March 1.

The proposed grade reduction work at Magnet Hill will extend from a point about 3,500 feet south of Mile Post C-174 to a point about 1,400 feet south of Mile Post C-180. The project provides for about 540,000 cubic yards of common excavation, including 40,000 cubic yards of ditch excavation; for the construction of a subway at a point about 1,400 feet south of Mile Post C-179; for the extension of several culverts; for the construction and removal of about 63,600 lineal feet of temporary traffic track; for the construction of several overhead highway bridges; for the moving of several buildings at Magnet and Aetna, and for the moving of a number of signals.

The maximum northbound grade within the limits of this grade reduction work will be reduced from .6 per cent to .3 per cent.

The proposed grade reduction work at Alma will extend from a point about 1,300 feet north of Mile Post C-235 to a point about 100 feet south of Mile Post C-236. The project provides for about 87,000 cubic yards of common excavation; for the construction and removal of about 7,550 lineal feet of temporary traffic track; for the construction of an overhead highway bridge, and for the moving and replacing of several signals.

Effect of Improvement

The completion of the grade reduction at Magnet Hill and Alma will be of material benefit to operating conditions, as it will expedite the movement of trains and will make it possible to increase the tonnage rating of trains operating between Centralia and Champaign. In addition, several highway grade crossings will be eliminated.

At Paxton the main track of the Lake Erie & Western Railroad now crosses the northbound and southbound main tracks and the freight house track of the Illinois

Central at grade, and an interlocking plant is maintained and operated at this point. The plan provides for the separation of the grade crossings by raising the main track of the Lake Erie & Western about 2½ feet and depressing the northbound and southbound main tracks of the Illinois Central about 22 feet at the crossing.

The grade of the Illinois Central at Paxton northbound is now the ruling grade on the district between Matteson and Champaign, and trains with rating of .3 per cent grade experience difficulty in negotiating this grade, particularly if they have to stop for the Lake Erie & Western crossing. It is proposed to reduce the present northbound grades through Paxton, which vary from .35 per cent to .621 per cent, to grades varying from .05 per cent to .3 per cent.

Work at Paxton Extensive

It is planned to depress the Illinois Central northbound and southbound main tracks between a point about 400 feet south of Mile Post C-102 and a point about 1,200 feet north of Mile Post C-104. The project also provides for the excavation, by the Illinois Central, of 450,000 cubic yards of common material; for the construction, by the Lake Erie & Western, of a concrete bridge to carry its main track over-grade over the Illinois Central northbound and southbound main tracks; for the construction and removal by the Illinois Central of about 23,800 lineal feet of temporary traffic track; for the construction by the Illinois Central of several overhead highway bridges over the Illinois Central tracks; for the removal of several business spurs; for the rearrangement and extension by the Illinois Central of several industry tracks, northbound and southbound passing tracks and connection with the Lake Erie & Western; for the relocation of the present Illinois Central freight station and the construction of necessary facilities in its new location; for the relocation of the joint passenger station; for the removal by the Illinois Central of several buildings located upon its right-of-way; for the removal by the Illinois Central of its present water facilities and the construction of new facilities in another location; for the removal of the joint interlocking plant, and for the construction, by the Illinois Central, of several new block signals.

Where Strawberries Make Great Industry

Looking in on the Fruit Growers of Tangipahoa Parish, Louisiana, on Our Lines



THE famous strawberry district of Louisiana along the Illinois Central System, located between the stations of Amite City on the north and Ponchatoula on the south, comprises an area about forty miles square. Within this territory are grown annually and marketed more than 1,500 carloads of



The Klondike at home

first grade strawberries, the value of which last year amounted to more than \$3,100,000. The movement of the crop normally begins about March 1 each year and continues until about May 1.

The points on the Illinois Central where shipments are heaviest are, in the order named: Independence with about 400 cars, Hammond with 300 cars, Ponchatoula with 275 cars, Amite with 175 cars, Albany with 150 cars, Woodhaven with 100 cars and Tickfaw, Denham Springs and Doyle with from 85 to a dozen cars each, respectively. These figures are approximate and are for full carloads, taking no account of less than carload shipments.

There is a largely increased acreage of strawberries this year over last, and the 1923 berry crop is estimated by those who are in touch with conditions in the district to promise an increased yield of probably 30 per cent above last year. In the Independence district the increased acreage this year over last is said to be from 8,000 to 10,000 acres.

Up to the first week in February the fruit had been far advanced, and growers were prepared to accept considerable losses by reason of the early ripening of the crop, which would put it upon the market before the Florida and Texas crops are exhausted. A severe cold wave which occurred about February 5 and 6, with freezing temperature to the southern part of the berry district, worked much benefit for the fruit growers by retarding the ripening of the crop. The unusual advancement of this year's crop may be noted in the fact that on February 5 the first car of strawberries was shipped to New Orleans from Independence, which is the earliest that berries in a carlot shipment have ever been marketed from that point.

Business Now Twenty Years Old

The strawberry growing industry in this particular district of Louisiana was established about twenty years ago. The soil and climate of the section are admirably



Experiment farm of R. L. Cloud, Hammond, La.



Mulching a strawberry field

adapted to the successful culture of strawberries. Another advantageous feature, if not most important of all, is the excellent transportation service furnished by the Illinois Central System. The first berry shipments of the season usually go by express; they were expected to begin about the middle of February this year. Later on, a great part of the movement is by fast freight in iced refrigerator cars. The Illinois Central has one of the finest car icing plants in the country at McComb, Miss., where a whole train can be iced in a few minutes. Cars are iced at McComb on their way south to the berry-shipping points; they are then set out, loaded and picked up again; upon arriving at McComb north-bound they are re-iced for transit to destination.

The Klondike Berry a Favorite

The culture of this luscious fruit, one of the most universally enjoyed of all the native fruits of America, has been developed to the fineness of an exact science in the Louisiana country. The berry which practically all the growers cultivate and deem

best suited to their purposes, everything considered, is the Klondike. It is a large, smooth, splendidly flavored fruit and stands shipping best of all the perishable fruits. Major George B. Campbell, editor-owner of the *Hammond Vindicator*, during the first week in February this year sent several pints of ripe Klondike berries to friends and relatives in the North, dispatching them by parcel post. He received word that the fruit arrived in perfect condition.

The Klondike berry was developed and propagated as a distinct variety by R. L. Cloud, who lives in the southern outskirts of Hammond. Mr. Cloud is an enthusiastic student of plant life. He not only originated the Klondike berry, but he has cross-bred and perfected other varieties of small fruits. He is putting a new strawberry plant on the market this year to which he has given the name Pay-Day. He asserts that in many respects it is superior to his earlier triumph, the Klondike.

Mr. Cloud's home farm is something of a wonderland of plant life. It is near the Illinois Central main line, and he laughingly

says that not infrequently when shipments of tropical fruits from New Orleans pass by the seeds of strange weeds and flowers drop and sometimes germinate in the warm, semi-tropical soil of Tangipahoa Parish. When a strange-looking weed shows itself around there, it finds a kindly and tender welcome. Mr. Cloud in this way discovered a strange species of tropical lily which he succeeded in growing and the flowers of which have been found to serve as an insect trap. Through later cross-breeding he has developed a new hybrid with the cotton plant which he strongly believes may turn out to be immune to the boll weevil.

Berries Planted in Long Rows

The berry fields in the Louisiana district are planted in long, ridged rows about three feet apart. Only young, sturdy, healthy plants are used. The rows are gone over carefully about February 1, and all weeds and grass are removed. A heavy mulching of dry pine needles is then put down, which serves the double purpose of keeping down further weed growth and forming a carpet upon which the ripening fruit rests and is kept free from dirt or sand. Most of the growers now use some sort of commercial fertilizer. One hundred to 150 pounds of potash sulphate per acre adds greatly to the firmness of berries. Wood ashes are also considered a valuable element, taking the place of both potash and lime.

When the fruit begins to ripen, the real rush begins. Fields must be gone over entirely every day, as strawberries ripen very rapidly and for shipment must be picked before they are thoroughly ripe. Weather conditions also cut a considerable figure, dry, hot weather making certain precautions unnecessary which must be taken into account when rains occur at picking time. A small army of pickers is always needed during the shipping season in this district. Most of the pickers come from New Orleans and Baton Rouge, often large families coming and remaining for the six or eight weeks' period. Pickers formerly were paid 1 cent a pint box for picking, but some



Fruit Experimental Farm home at Hammond

growers this year and last have paid as high as a cent and a half per box, or 36 cents a crate. A good picker can pick from ten to a dozen crates in the half day of work. As a rule, no berries are picked during the afternoon, since they must be taken to the railroad for shipment on the day picked. It is estimated that about 10,000 pickers will be required to handle the crop this year in the whole district.

Land Prices Still Fairly Low

The opportunities in the business of commercial berry growing at the present time are more attractive than ever before. Land adapted for strawberry culture is still plentiful in the district and may be purchased at prices which are not unreasonably high in view of accessibility and other advantages. In recent years a fine system of hard-surfaced gravel roads has been built throughout Tangipahoa and Livingston parishes, making transportation from farms to railway stations easy. Virgin, cut-over pine land can be bought at \$50 or less per acre. One advantage of strawberry growing is that a paying crop is returned the first year following planting a field.

Successful strawberry growers who engaged in the business a few years ago in the Ponchatoula section are many. There are a great many German families in that section. Prominent among these are Peter Stass, A. Uhlich and the partnership of Drott & Muller. Other successful growers near by are Barney Jesse and John Pugh. These men all started in strawberry growing ten years or less ago and have made money. Many of them began with small patches and gradually increased their acreage until they have fields of from five to twenty or more acres each.

The majority of the berry farmers in the Independence section, possibly 85 per cent, are Italians. The following named are characteristic examples of those who have become successful after starting on a small scale: G. C. Orfanello began a few years ago with a small field and this year is oper-



The new Pay-Day berry



One-acre Satsuma orange orchard west of Ponchatoula, La.

ating between twenty-five and thirty acres; Gaetano Anzalone started in the berry business twenty years ago. His fields now cover forty acres. L. C. S. Levatone, also one of the early growers, now has between seventy and seventy-five acres in strawberries. George Strate has been growing berries for about eight years. His seventy-five acres of fruit bring him a net income of \$4,000 to \$5,000 a year. Angelo Danna began with an acre or two of berries fifteen years ago. He now has nearly twenty acres in strawberries. Tony Spitala is another successful grower, with fields covering over forty acres. All of these men started with raw, cut-over land, on a small scale, with practically no capital, and have made themselves independent by their own efforts.

Only a Few Tenant Farmers There

The Louisiana strawberry country is a country of individual farm owners. About 75 per cent of the fruit farms are privately owned and operated. There are few tenant farmers. The strawberry industry is only one of the various sources of income which make farming a safe and profitable venture in this district. Vegetable growing is also largely followed here, the principal crop being string beans, which are planted and harvested twice a year—in December and May. Some cabbage also is grown in the district, but the bean crop is the principal one.

In recent years the satsuma, or mandarin orange, has been found a profitable fruit for growing, the soil and climate being admirably adapted to this hardy citrus. A large acreage of satsuma trees has been planted throughout the district in the last half dozen years. One of the best examples of profitable satsuma orange growing is that of G. W. VanDyke, who lives about four miles west of Ponchatoula in one of the most beautiful homes in the parish. He has an orchard of one acre from which last

December he picked and sold \$2,000 worth of fruit.

Experiments are now being carried on for the introduction of blackberry growing in the district. H. E. Carroll, of the real estate firm of Carroll & Preston, in Hammond, has been active in promoting the interest of berry farmers in blackberry culture, buying and distributing stock at his own expense in order to stimulate the movement. Through his efforts and the efforts of other forward-looking men in the district, there are now about 20 acres of blackberries planted near Hammond, and it is planned to ship at least one car of that fruit next year. The MacDonald blackberry is the variety which is being tried out. This berry is large and firm and will stand up well in shipping, it is said. Dewberries are planted along with it for pollenization, the usual plan being to set three rows of blackberries and one of dewberries in regular order across the field. Blackberries ripen following the strawberry crop and furnish an ideal rotation of work for the small fruit farmer.

Bill Expected to Benefit Shippers

The strawberry inspection bill which was passed at the latest session of the Louisiana legislature will be in operation this



Home of G. W. Van Dyke

year and is expected to prove of advantage to the shippers if they adhere to its provisions. The law prohibits the sale or shipment of strawberries within or out of the state where such fruit is overripe or unfit for consumption. Proper inspection and grading of fruit will be made by inspectors at all shipping points, one-half cent a crate being charged for inspection. It is pointed out that the inspection will practically guarantee a better price to the grower for his product, since only fruit of perfect quality can be shipped. The growers generally are in favor of the new law.

Contrary to the practice in most strawberry growing districts, ample facilities are found in this locality for disposing of over-ripe products. There are big preserving and fruit-packing plants at New Orleans which annually handle most of the excess berries which are unfit for shipment into the North because of advanced ripening. These are put down in sugar at the different shipping points where grown and later made into jams, preserves, candied fruits and essences for soda fountains and for various other uses of the kind. There is very little loss from this source in the Louisiana fields. A plan is already under way to secure the establishment of a wine-making plant at Hammond under federal supervision, for the manufacture of wine for medicinal uses. This will give a further market for ripe fruit which cannot be shipped.

Adequate Facilities Provided

The Illinois Central System, following its usual plan for providing adequate facilities for the territory it serves, this winter has enlarged and installed new and improved shipping sheds at Ponchatoula at an expense of about \$12,000. In addition to enlarging and remodeling the passenger station, a new canopy shed has been erected for receiving and loading fruit and vegetable shipments. The new shed is 35 feet long and conveniently located at the north end of the freight depot. Plans are being worked out for a beautiful parkway along the station property also. This parkway will be fifty feet wide, parallel with the railway tracks, and will comprise a stretch of green lawn with flower beds, shrubbery and palm trees. Parkway of a similar character have already been established at other points along the Illinois Central, notably the attractive beautification scheme at Hammond which is admired by travelers who view the bright flowers and splendid palms that flank the station buildings on either hand.

Hammond, La., is probably the pioneer shipping point of the strawberry growing



*A comely daughter
of Italy*

industry in this district. There the first car of strawberries was shipped in 1900. This carload of fruit was assembled and forwarded by J. Hefter, who later removed to Centralia, Ill., where he engaged in the banking business. Mr. Hefter was president of the First National Bank of Centralia at the time of his death in January of the present year.

For several years the progressive citizens of several parishes in southeastern Louisiana have been interested in the establishment of a state experiment farm near Hammond. There was some opposition on the part of those who for various reasons did not favor the plan, but about a year ago the project was finally accomplished by the united efforts of the people of Tangipahoa and Livingston parishes.

A tract of virgin land six miles east of Hammond was bought at an outlay of \$8,000. The tract consists of 183.4 acres, mostly forested and cut-over pine land. The state has agreed to maintain and develop the farm in the future, and it is being made into a regular wonderland for the advancement of agricultural and horticultural pursuits in this country.

The people of this section have been fortunate in securing the services of a young man who is a genius in his line and who has been in charge of the experiment farm for the past eleven months. His name is B. Szymoniak, a native of Poland originally, but now an enthusiastic Louisianian—due perhaps, in a little measure, to the fact that Mrs. Szymoniak was born in that state. At any rate, these two talented young people have transformed what was a stump-dotted and weed-covered wilderness a year ago into orderly fields where young orchards of various fruit trees, vineyards and gardens are already growing. There was an old ramshackle house on the farm when it was purchased and some tumble-down sheds. The house has been repaired and remodeled, much of the work of painting and decorating the interior having been done by Mr. Szymoniak and his wife themselves. The farm house is now completely modern, with its own electrical plant for lighting and other conveniences, a water system and all the comforts of a city home. Surrounding it are all manner of flowers and shrubs, and it is planned to build paved drives through the parkway which will in-

tervene between the house and the main road in the near future.

Arrangements Made for Experiment

Forty acres of land have already been cleared of stumps, more than 3,500 pine butts having been blown out to clear the ground. Berry fields have been planted with various kinds of strawberries and blackberries. These are in five acre plots where experiments are to be conducted to determine the advantages of different fertilization, cultivation and all that enters into successful fruit-growing. On one plot, twenty-one different combinations of fertilizers are being used and the results noted. Experiments are under way at present for growing different berries, satsuma oranges, muscadine grapes and pecans. The various kinds of muscadines will be thoroughly tried out on this land.

Mr. Szymoniak has had over ten years' experience in experimental farm work. He was connected with the National Bureau of Plant Research for nine years. Three years of this period were spent in development work in North Carolina, another three

years at the State University of Missouri, and the remaining three years at Baton Rouge, La. He came to the station at Hammond from that place.

A variety of fruit trees are already planted and growing on the farm. These include a satsuma orchard, different varieties of apples, pears, plums, cherries, peaches and other Northern fruits which are not as a rule grown in this part of the South. Given a few more years with a continuation of the progress so far on the state experiment farm, and it may be safely predicted that the tract will be a veritable paradise of fruits and gardens. The tract touches the line of the Yazoo & Mississippi Valley Railroad on the north, and that company has already signified its intention of establishing a station at the farm. A new paved highway also will be built this year along the east line of the farm, and with the completion of the landscaping of the grounds surrounding the stately white house in its clump of pines, the experiment farm will be one of the show places in Tangipahoa Parish.



Above—cut-over pine land on experimental farm; below—same ground cleared and planted to strawberries.

He Has Lived on Right-of-Way Sixty Years

*Patrick Donovan, Pensioned Section Foreman, Is
Honored by President Markham for Long Service*

PATRICK DONOVAN of Watson, Ill., retired section foreman, has never met Charles H. Markham, but he carries in his heart a high regard for the president of the Illinois Central System, and some of these days when the two do meet Pat is going to tell Mr. Markham in his brusque, Irish way what a fine fellow he thinks the Illinois Central's chief executive is. Mr. Markham may be flustered when he hears all the things Pat will say to him, for Pat has a facile tongue.

It all comes about through an order that Mr. Markham issued nearly two years ago, when Section Foreman Donovan was first placed on the pension list—but even that is ahead of the story. To begin at the beginning:

Born on the Right-of-Way

Pat was born in a section house on the Illinois Central right-of-way. His father, John Donovan was a section foreman for the Illinois Central for upwards of thirty years—just how long, Pat doesn't remember and the records of the company do not show. But the first noise that smote the ears of young Patrick as he lay wriggling in his mother's arms, in the little section house that then stood a mile south of Effingham, Ill., where there is now a coaling station, was the roar of an Illinois Central train that flashed by in the night.

Patrick Donovan recently celebrated his sixtieth birthday, and there has never been a day when he has lived off the right-of-way. His father located at Watson when Pat and his brother Mike, two years older, were youngsters, and just as soon as Mike and Pat were big enough to swing a pick they rode the handcar out on the section with their dad and his crew to work.

In January, 1891, John Donovan passed on to his reward, but he left two sturdy sons to carry on. Mike, being the elder, was made foreman in his father's place, and Pat continued as a laborer. Six years later Mike was made track supervisor and went to Effingham to live, and Pat took charge of the section at Watson. Prior to that time he had served off and on as extra gang foreman, but he had an affection for Watson, and he kept gravitating back there. Supervisor Mike Donovan died seven years ago, but Foreman Pat continued at his post. In February, 1921, he was pensioned, because of failing health, with 43 years and 3 months of service to his credit.

Anxious to Keep His Home

Shortly after Pat was relieved of the foremanship, Supervisor Tom Carey (whose recent death is reported elsewhere in this number of the magazine) dropped into Roadmaster Downs' office with the information that Pat was sick. Questioned as to



Patrick Donovan and his home

the sickness, Mr. Carey announced that his friend was sick because, since he had been pensioned, he would have to give up the section house in which he had lived for so many years and for the first time live off the right-of-way of the railroad that had become so much a part of his life that he felt he just couldn't live away from it.

A few days after that President Markham was riding over the Illinois division on passenger train No. 2. As the train passed Watson Pat was standing out on the front porch of the section house, waving at the train. The division officers waved back, and in reply to a question they told Mr. Markham the story of Pat Donovan's long years of service and his love for the little strip of property along the right-of-way that had been his home for many years.

Nothing more was said, but a few days later the offices at Champaign received a telephone call from Chicago asking for information on the Donovan case. This was followed in a few days by a letter, the purport of which was that, by order of Mr. Markham, Pat Donovan was to have the section house for his use so long as he lives. His successor, a former extra gang foreman, owns his own home at Watson, and his pay was ordered increased by the usual amount to correspond with the pay of a foreman who is not provided with a residence by the company.

To Have Life Tenure of Home

Supervisor Carey sent Pat a note telling him that he was to have the section house for his own for the rest of his life, and a few days later he alighted from the train to verify the news by a personal call. Pat's eyes shone—through a few tears that glistened in the honest light of his Irish eyes. And since then he has been waiting for an opportunity to tell Mr. Markham what a fine man he thinks he is.

Pat is a bachelor. After his mother died, a sister kept house for him and his brother Mike; then Mike married. After Mike was transferred to Effingham, Pat has lived on alone at Watson, except that he occasionally has one of the section men come in and "batch" with him.

Since the records do not disclose John Donovan's length of service, we do not know exactly how many years of labor he and his two sons gave the railroad. But John Donovan was a section foreman when Mike was born, in 1861,—so his service was something more than 30 years. Mike died with 41 years of service to his credit, and Pat had over 43 years to his credit upon retirement. Altogether, the three men were in the employ of the company for at least 115 years.

Although the sons of John Donovan are

out of the service, the third generation is represented in our ranks. The two sons of Mike Donovan are employed at Illinois division headquarters in Champaign—Mike, Junior, as a call boy and Leo as a clerk in the division accounting office.

While it does not involve the relationship of Pat Donovan, it is interesting to note that when his brother Mike chose a wife he selected a daughter of Peter Eldridge, pumper at Four-Mile, between Sigel and Neoga, and Peter Eldridge has given two sons to the service of the Illinois Central System—Track Supervisor W. T. Eldridge, at Baton Rouge, and George Eldridge, locomotive engineer, also on "the Valley."

PREPARATION BEATS INSPIRATION

"This quality they call 'inspiration,'" says Mr. Livingstone, "is one of the most worthless commodities I know of. It's not inspiration but preparation that counts. You hear about men rising to an emergency—and they often do. But the man who rises to an emergency is the man who has fitted himself to do so by years of labor and study and work.

"Genius is supposed to be some peculiar capacity for spontaneous accomplishment. If so, it's one of the rarest things in the world. I've been studying business and human beings for more than sixty years, and I've never yet seen anything permanently worth while that was accomplished on the spur of the moment.

"The man who expects to win out in business without self-denial and self-improvement and self-applied observation stands about as much chance as a prize fighter would stand if he started a hard ring battle without having gone through an intensive training period. Natural ability, even when accompanied by the spirit to win, is never sufficient. We had the finest raw material in the world when we entered the World War—but you will notice that our men had to spend a long training period on this side, learning discipline, before they were sent to France."—Interview with WILLIAM LIVINGSTONE by THANE WILSON in the *American Magazine*.

ASK YOUR BANKER

The banker is a custodian. He is the man who protects money from being lost. He is all for safety. He spends his life studying the signs of danger. For the reason that he always plays safe, a banker is the best possible adviser to every investor at first. There comes a time when a man may become strong enough to outgrow his banker's advice—but that is not often.—HERBERT N. CASSON, in *Forbes*.

Perils of an Engineer Thirty Years Ago

*Striking Cabooses Was Common Occurrence
in 1890 When Jerry Cronin Went on Road*

Jerry Cronin, traveling engineer of the New Orleans division, says that three generations of his family have been identified with the Yazoo & Mississippi Valley Railroad; that his father was among the first employes, if not the very first, of the old Louisville, New Orleans & Texas in the city of New Orleans; further, that, at one time, four of his own boys, besides himself, were carried on the pay rolls of the Yazoo & Mississippi Valley Railroad.

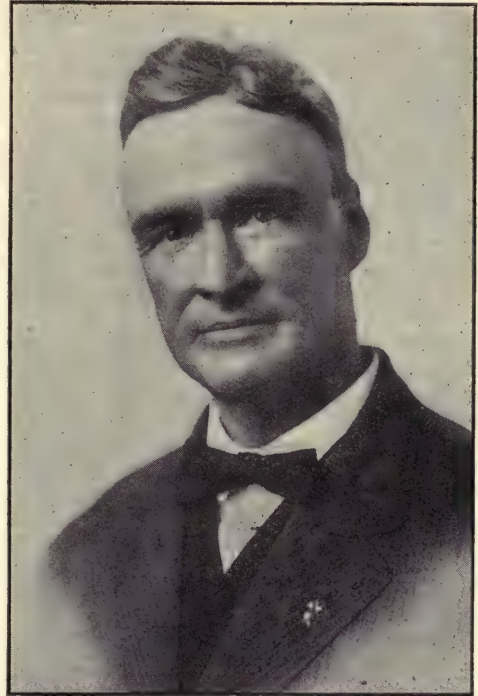
By **JERRY CRONIN**,
Traveling Engineer, New Orleans Division

IN the early '80's my father, John Cronin, was employed as watchman by the Jackson Compress at New Orleans, owned and operated by O'Brien & Company. The property was acquired by the Louisville, New Orleans & Texas Railroad, then in its inception, and my father was retained as watchman until his death. I was then a boy and was fired with the ambition to become a locomotive engineer. It was my determination to get a job on the railroad, and when the yards on Poydras Street were completed I managed to land one with W. R. Jones, who was the first freight agent in New Orleans. I remained with Mr. Jones as notice clerk until August, 1885.

While still working in the freight office, I got my first road experience. On the occasion of the unveiling of a statue erected in honor of Governor Allen of Louisiana, at Baton Rouge in 1885, I was called on to act as flagman on an excursion train which was run out of New Orleans to Baton Rouge. The train consisted of a baggage car and eight coaches, some of them borrowed from the Illinois Central Railroad, and was in charge of a conductor named Barclay. Straight air was used on the Illinois Central coaches and automatic air on ours. When the engine coupled up to the train, some of the air, of course, was applied, but some of it would not set, and we could not get out of town until an old-timer, Engineer Barney Comiskey, happened along and cut in all the coaches for automatic air. We then proceeded to Baton Rouge, but handled only about a dozen passengers on the whole trip. The excursion was a complete failure. Not a very auspicious beginning for a road career, I say.

Started Work in a Roundhouse

Shortly afterward my aspirations began to take shape. C. Linstrom, who was fore-



Jerry Cronin

man at New Orleans, gave me a position as engine cleaner in the 1-stall roundhouse at Galvez and Poydras streets. My duties were to wipe and coal three passenger and one freight engine, and, finishing that job, to help the machinists do what work was necessary. After a year in the roundhouse, my golden opportunity came. I was put out firing for Hume Peevey on engine No. 25, handling rice between Kenner and St. Gabriel, La. I had to watch, wipe and keep No. 25 looking like a new silver dollar. I then went into freight service, ran a switch engine in 1889 and entered road service in 1890. I ran a freight engine between Wilson, La., and Vicksburg, Miss., until 1907, when I was appointed traveling engineer—and here I am, still on the job.

I have seen many strange and unusual things and have had many odd and curious experiences in my career as an engineer.

It was in 1889, as I remember. Master Mechanic Linstrom and I were standing at the old roundhouse at Vicksburg watching a train pull into the yards when our

attention was called to a car with only one pair of trucks under it. The missing trucks were found ten miles south of Vicksburg.

An Extra Passenger on the Pilot

One night train No. 59 left Harrison very late. We stopped at Roxie to take a tank of water. While I was oiling the engine I discovered a negro curled up on the pilot. I looked him over and applied my torch to him. He never moved, and I concluded he was dead, but, on feeling his pulse, I found that he had considerable life left in him, though really dead-drunk. Safely lodged on the pilot beside him was a half-gallon jug of liquor, which, from the odor it emitted, I judge was not of the very best quality. The man's head was hooked around the uncoupling lever, and one foot was on a little step that used to be attached to the pilots.

Evidently he had been sitting on the bumper and, falling off, had been caught in the position in which I found him. We extricated him from his perilous perch and let him drop two or three times on the soft ground, with a view to waking him up—but nothing but Gabriel's trumpet could have aroused that fellow, so completely soaked was he. We planted him tenderly on the depot platform, with his jug of bug juice beside him, within easy reach. This was about 10 o'clock at night.

Before leaving Roxie, I thought I'd take a farewell look at him. He was resting comfortably—but the jug had disappeared. I accused my negro fireman, Joe Edinburg, of annexing the jug, but he indignantly denied it. He said he didn't mind much being accused of theft, but it was a grave reflection on his judgment and taste to charge him with stealing a jug of whisky that would make a fellow do things like those done by the unconscious one on the depot platform. Besides, he said, "that nigger had his nerve to steal a ride in such condition." You must remember, in those days there were no Volstead Acts and the Eighteenth Amendment was never dreamed of. One thing I am quite sure of—if the fellow had not been drunk he surely would have been killed. I was told afterward that he awoke from his profound slumber about 10 o'clock the next day and went on his way rejoicing.

Why the New Engineer Resigned

In those days the winter business was heavy, and during the rush period it was necessary to employ many extra engineers. One night we were going south with the fourth section of No. 13, and we had an engineer on board learning the road. I was firing at that time for Engineer Peevey. While we were passing a big pile of debris on the waylands, Engineer Peevey said:

"Here's where so-and-so struck a caboose."

The extra man nodded.

A few miles further on we passed two engines locked together on a siding.

"Here's where so-and-so and what's-his-name had a head on collision and had to jump to save their skins," remarked Mr. Peevey.

"That's so?" replied the extra man, interrogatively.

Pretty soon after we were taking a curve near Glass, Miss.

"Here's where we all jump," suddenly yelled Mr. Peevey, and it didn't take long to do it.

Hand brakes in use and no flags out, we plowed into a train in front of us—six car lengths. When the dust settled the extra man came up to me and asked: "How far to Vicksburg?"

"Twelve miles or so," I answered.

"Then good-by; I've resigned; I don't want no job on this road."

He started up the track at a swift gait, and that was the last we ever saw of him.

Hitting cabooses was a common occurrence in those days—so much so that the usual salutation when one came in of mornings was: "Good morning! Whose caboose did you hit last night?"

Two wreckers were kept busy day and night during the rush season, keeping the road clear.

We must not forget, however, that it was in the primitive age of no rules, no regulations, hand brakes, links-and-pins, hardships and hard "licker." With such a batch of ingredients, all mixed up, somewhat incompatible as it were, wrecks and funerals were just natural, that's all. But we've improved.

This brings me down to 1890. Lots of things have happened since that time. Some day, I'll tell you all about them.

ALWAYS ROOM FOR A FAT MAN

"The easiest person to get on with," says Mr. Rottmann, "at the hotel desk, at any rate, is the fat man. I don't know whether other people love a fat man, but he certainly is popular with the room clerk. He comes up to the desk smiling and says, 'How about a room for little Willie?'"

"Haven't got anything just now," you say.

"That so? Well, I guess you'll find a corner later for a cherub like me, won't you?"

"And you just naturally say, 'Sure! We'll tuck you in somewhere.'"—From "How the Hotel Clerk Sizes You Up," by ALLISON GRAY, in *American Magazine*.

Good Publicity Work by Section Foreman

*Charles Borchert of Madison, Wis., Replies to
Criticism of Railroads in Home Newspaper*

“THE public is unreasonable in its demand upon the railroads for the separation of all grades at crossings,” says Charles Borchert, section foreman at Madison, Wis., an employe active in presenting the case of the railroads to the public. “There is no doubt that such an improvement is greatly needed, but it would cost far more than the railroads could stand. Those who advocate the separation of all the grades lose sight of the fact that such expenditures, in the long run, have to be paid by the public either in increased freight rates or in moves by the railroads for economy that reflect back in some way upon the public. At the same time of the demands for the separation of all grades, there are cries for the lowering of freight rates. It is absurd to expect the railroads to be able to do both things, and the public must be given the facts if it is to see the unreasonableness of its demands.”

Mr. Borchert believes that the section foreman can do much toward educating the public in the grade crossing problem. The section men are probably as intimate with the crossings as anyone else on the railroad, he says. They actually see the daring chances that some persons take in trying to

cross in front of trains, and he says that it is surprising to see many perfectly sane and intelligent persons flirt so with death.

Must Keep Question Before Public

“A man may not like to be told that he was foolish in trying to cross in front of a train, even if he is successful in the attempt,” Mr. Borchert says, “but I believe that, if such instances are continually kept before the public, the uselessness of such actions will soon become apparent. The result will be fewer grade crossing accidents.”

Mr. Borchert is one of the most conscientious section foremen on the Illinois Central System. He takes a personal interest in his work, and is at all times a close observer.

February 5 Mr. Borchert read the following in the “Voice of the People” department of the *Madison Capital Times*:

To the Editor:—Inasmuch as automobile grade crossing accidents are increasing with startling regularity, and Wisconsin has no adequate grade separation legislation, I suggest a plan herein that may prove of interest and value.

Those travelers and pedestrians who meet with injuries by reason of collisions have no very adequate remedy at this time. Senator Severson introduced



Charles Borchert and his family

a bill, I think, at his first session as senator, making the railroads practically insurers against grade crossing accidents. This bill was defeated. I suggest now legislation making the railroads liable in all such cases for the damages occasioned by such collisions whenever the injury happens at a grade crossing, and excepting only when the traveler has willfully placed himself in a position of known danger. This would indirectly hasten grade separation at the more dangerous crossings, as the railroads would soon desire to absolve themselves from liability.

With greatly increased automobile travel is there not here a suggestion which may well be enacted into law? I will thank you, and the people will be duly grateful, if some such legislation can be at once accomplished. I have suggested it to Senator Huber and will thank you to take it up with Senator Severson, or some one else, and see that something is done to prevent in some degree the slaughter of the innocent travelers.—INTERESTED.

Wrote Answer to Complainant

That communication kindled a fire of protest in Mr. Borchert. It was so unreasonable and absurd that he could not let it go unanswered. He says that he lay awake most of that night thinking about it. It was a case where the railroads were being done an injustice, and he was determined that the public should know the truth.

The next morning he went to the office of Agent L. L. Lamb, showed him the clipping and asked him to help prepare a reply.

"Mr. Borchert was enthusiastic about writing a letter replying to 'Interested,'" Mr. Lamb says, "and at the same time he did not feel that his education was adequate to express clearly his ideas. We talked the thing over and decided to write a reply for publication."

The February 7 issue of the *Capital Times* contained the following letter written by Mr. Lamb and Mr. Borchert:

To the Editor:—On February 5, there was a communication in the *Capital Times* which deplored the railway crossing accidents in Wisconsin, claimed inadequate remedies for the victims, intimated gross negligence on the part of the railroads and suggested a plan to take care of the trouble.

There is probably no party more interested in minimizing grade crossing accidents than the railroads themselves. If Interested was as deeply concerned over the matter as he would have the reader believe, he could not help but be aware of the fact that the railroads for over a year have been carrying on an aggressive and intensive campaign to keep people from willfully putting themselves in positions of known danger. For if Interested cares to investigate he will find that it is a rare case when crossing accidents are not due to inexcusable carelessness on the part of the automobilist. By using placards, posters and various conspicuous warnings the railroads are earnestly trying to educate the public out its present joy riding—take a chance philosophy.

As far as present remedies are concerned, one can always sue for damages, and surely Interested doesn't feel that damages are never collected? It is frequently the case that railroads will offer outside of court much more in reparation than a subsequent court verdict will allow. That is, the railroads are willing to go more than half way.

An insurance or general responsibility plan is, of course, laughably absurd. It is not needed, and if it was in effect it would be no better than the situ-



Home of Charles Borchert

ation at present. No railroad or insurance company will settle with an injured party or his estate until it is satisfactorily proved that the victim did not "willfully put himself in a position of known danger." In short, the process would be the same as now. To collect, the injured party would have to prove that he had taken reasonable precautions.

One is forced to conclude that what Interested had in mind was an irresponsible, helpless automobile public which has innumerable rights but no duties, and which is to be taken care of by the railroads. In short, one gets the impression that the autoing public can "do no wrong," but can and is wronged against by the much maligned railroads. It puts this public in a carefree, well guarded, and highly privileged class, freed of all the legal duties which are incumbent upon the less fortunate public that does not own cars, and which is forced to protect itself from injury at the hands of the privileged autoing public as best it may.—CHAS. BORCHERT, 1805 Spring Street.

That is just one incident to show how vitally interested Mr. Borchert is in railway matters. He is eager to give to the public the knowledge he has gained through his many years of railway service, and he advocates like action on the part of all railway employees.

"Even if an employe does not feel capable of making a reply to such communications, that is no excuse for him to allow the matter to drop," Mr. Borchert says. "Those who are higher in the employ are always glad to offer advice and help."

Mr. Borchert first entered the service of the Illinois Central November 28, 1888, as a section laborer at Fitchburg, Wis. He was 18 years old at that time and had been working on a farm. The section foreman, William Henrichs, who boarded at the farm house, persuaded Mr. Borchert to start working on the section. He was paid \$1.25 a day for ten hours work and remained in that work for six years.

Proved a Dependable Workman

Mr. Henrichs regarded Mr. Borchert as the most dependable laborer on his section. Andy Dailey, the road supervisor, saw the efficient work that Mr. Borchert was doing. He watched Mr. Borchert driving spikes one day, turned to Mr. Henrichs and said: "If all our laborers drove spikes as well as Borchert, we'd have some splendid spiking on this district." On another occasion

ne complimented Mr. Borchert on some mowing that he was doing along the right-of-way.

In January, 1895, Mr. Borchert was made foreman of the section at Monticello, Wis. That was a mighty hard section to keep up, he says. He stayed for a little more than two years, and then decided to go into business for himself.

For five and one-half years he was a merchant in partnership with Mr. Henrichs at Fitchburg, and then he decided to go back to railroading.

At that time there was no section open for him to take charge of, but he was promised the first opening. He served as a laborer on his old section at Monticello for eleven days, and was then made foreman of the west section at that place. He stayed there until 1905, when he was transferred to the section at Madison.

Mr. Borchert still has the reputation of doing his work thoroughly. He works right alongside of his men because he says that there are many things that he wants to be sure are done right.

Quoted Our Figures to Insurance Experts

Below are extracts from an address given at the business conference of the Prudential Insurance Company of America, February 6, 1923, by John W. Stedman, second vice-president and manager of the bond department. In attendance at this meeting were superintendents, managers and real estate loan correspondents of the company from forty-three states in the union.

So you see the character, variation and trend of our investments, in a general way, reflect economic conditions throughout the country. The gross turnover in security investments by the bond department last year of about \$62,000,000 would not have been so large had the housing shortage continued so acute. By the late summer another serious shortage began to make itself felt: namely, the shortage of freight cars and locomotives required to handle the dammed-up traffic let loose by the termination of the coal miners' and railway shopmen's strikes. As reflecting this need for railway equipment, we purchased nearly \$11,000,000 of bonds issued solely for the purpose of building locomotives and freight cars.

When I tell you, at the risk of being personal, that more than twenty years ago I worked on the railroad as a freight brakeman, freight train conductor, switchman and yardmaster and have handled thousands of cars, you will understand why I feel that I know something about the value of this form of security. To lend the people's savings to make possible the hauling of food, coal and building material, you will admit, I think, is as vital to the nation as making possible the building of houses.

This leads me to say a word about our investment of more than \$200,000,000 in other railroad bonds. We read a good deal of false doctrine and vicious misrepresentation in the newspapers by our radical politicians and labor leaders, who denounce the railroads for their mismanagement and for the hardship they inflict, more particularly on the farmers, in charging rates to produce



John W. Stedman

income on "watered" stock. The only reason why the railroads are not run so well as some industrial enterprises, and so well as the Prudential conducts its business, is because their managements are not their own masters; they do not control their own income, that being regulated by the Interstate Commerce Commission, nor do they control the greater part of their outgo, that being regulated by the Labor Board.

Regarding the baseless statements by some of our newly elected Senators that there is \$8,000,000,000 of water in the tentative valuation of \$20,000,000,000 given

the railroads by the Interstate Commerce Commission, let me ask you to think over this concrete comparison: Last year in Illinois bids were opened for the construction of 195 miles of hard-surfaced roads, not concrete, only fifteen miles of which involved heavy grading, and with only twelve light bridges. The average cost proved to be \$25,500 per mile. Now consider the capitalization, that is, the total amount of bonds and stock in the hands of investors of the Illinois Central Railroad, running parallel to these same highways. Throwing in the cost of bridges, stations, roundhouses, signals, shops and machinery, but deducting the value of all locomotives and cars,

appraised at only half their present cost, this capitalization figures out at the rate of only \$23,300 per mile of track.

What is true in Illinois, and with respect to this particular railroad, is equally true in other parts of the country and of other railroads. There are, of course, a few exceptions, which only serve to prove the rule; but in time their capitalization will be made to fit their true values. The water which may have existed twenty years ago has long since been squeezed out, and our transportation system is entitled, if the country at large is to prosper, to a fair rate of return on its investment.

Carnegie and the Dubuque Bridge Contract

The following extract from the autobiography of Andrew Carnegie relating to the contract for building the railway bridge which spans the Mississippi River at Dubuque, Iowa, is called to our attention by Miss F. E. Couch, secretary of the Dunleith & Dubuque Bridge Company. The Illinois Central has owned the Dunleith & Dubuque Bridge Company since 1887-8. The bridge was built in 1868 and completed in December of that year. Its original cost was more than \$1,000,000.

I gave a great deal of attention for some years to the affairs of the Keystone Bridge Works, and when important contracts were involved often went myself to meet the parties. One such occasion in 1868 I visited Dubuque, Iowa, with our engineer, Walter Katte. We were competing for the building of the most important railway bridge that had been built up to that time, a bridge across the wide Mississippi at Dubuque, to span which was considered a great undertaking. We found the river frozen and crossed it upon a sleigh drawn by four horses.

That visit proved how much turns upon trifles. We found we were not the lowest bidder. Our chief rival was a bridge-building concern in Chicago, to which the board had decided to award the contract. I lingered and talked with some of the directors. They were delightfully ignorant of the merits of cast and wrought-iron. We had always made the upper cord of the bridge of the latter, while our rival's was made of cast iron. This furnished my text. I pictured the result of a steamer striking against the one and against the other. In case of the wrought iron cord it would probably only bend; in the case of the cast iron cord it would certainly break and down would come the bridge. One of the direc-

tors, the well-known Platt Smith, was fortunately able to enforce my argument by stating to the board that what I said was undoubtedly the case about cast iron.

The other night he had run his buggy against a lamp post which was of cast iron and the lamp post had broken to pieces. Am I to be censured if I had little difficulty here in recognizing something akin to the hand of Providence, with Platt Smith the manifest agent?

"Ah, gentlemen," I said, "there is the point. A little more money and you could have had the indestructible wrought iron and your bridge would stand against any steamboat. We never have built and we never will build a cheap bridge. Ours don't fall."

There was a pause. Then the president of the bridge company, Mr. Allison, the great senator, asked if I would excuse them for a few moments. I retired. Soon they recalled me and offered the contract provided we took the lower price which was only a few thousand dollars less. I agreed to the concession. The cast iron lamp post so opportunely smashed gave us one of our most profitable contracts, and what is more, obtained for us the reputation of having taken the Dubuque bridge against all competitors. It also laid the foundation for me of a life-long, unbroken friendship with one of America's best and most valuable public men—Senator Allison.

The moral of that story lies on the surface. If you want a contract, be on the spot when it is let. A smashed lamp post or something equally unthought of may secure the prize if the bidder be on hand. And, if possible, stay on hand until you can take the written contract home in your pocket. This we did at Dubuque, although it was suggested that we could leave and it would be sent after us to execute.

The Days When Our Railroad Was Young

*Night Spent at Glen Gordon Forty-six Years
Ago Recalled by Former President Fish*

By STUYVESANT FISH

THE *Illinois Central Magazine* for February, 1923, contains an article on Glen Gordon, near Chatawa, Miss., which interests me greatly on account of early associations. It so happens that the home of Colonel William Alexander Gordon was the first private house in which I ever spent a night in the Southern states. The New Orleans, Jackson & Great Northern and the Mississippi Central railroads, having in 1877 been sold at foreclosure, were bought in the interest of the Illinois Central Railroad Company, and in November of that year consolidated under the name of the Chicago, St. Louis & New Orleans Railroad Company.

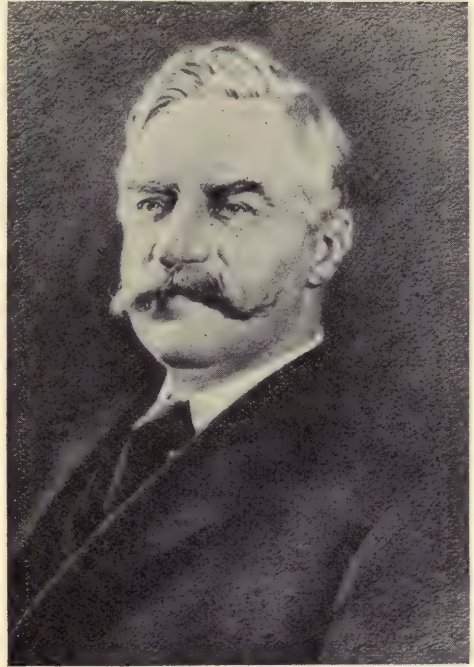
Organizing a New Railway Company

With a party, consisting, as I remember, of William H. Osborn, W. K. Ackerman, James C. Clarke and other officers of the company and a number of the members of its law department, among them James Emott of New York, B. F. Ayer and Judge James Fentress, we passed from Kentucky through Tennessee and Mississippi to New Orleans in Louisiana. Stops were made at suitable points in those states and meetings held in each of the four, for the organization of the new consolidated company. There was a tremendous amount of clerical work to be done early and late, the burden of which fell to the well-trained hands of John Dunn and to my willing but far less skilled ones. We had no typewriting machines; it was all longhand copying.

At New Orleans a stay of several days was made. Colonel Gordon, who had become one of the resident directors of the C., St. L. & N. O., was kind enough to take me into his home at Chatawa for a Sunday. There I made the acquaintance of Mrs. Gordon and the younger members of the family and became fairly familiar with the natural beauties of the surroundings of Glen Gordon.

On the night of my arrival, bedtime approaching, Colonel Gordon used a phrase then current in the South but unintelligible to me; he said, "Let us have a glass of my Madeira, which Sherman burned at Columbia." Seeing a blank look in my countenance, he explained that every gentleman in the Confederacy excused his lack of Madeira by saying that he had had so and so many dozen stored at Columbia when General Sherman passed through that town.

March, 1923



Stuyvesant Fish, now a banker in New York City, was president of the Illinois Central System between May 18, 1887, and November 7, 1906. His first service with the company was as a clerk in the New York office in 1871. The next year he was made secretary to the president. March 16, 1877, he became a director of the Illinois Central as well as treasurer and agent for the purchasing committee of the New Orleans, Jackson & Great Northern Railroad. He became secretary of the Chicago, St. Louis & New Orleans Railroad the same year and served in that capacity until 1882, when he was made vice-president. He served as vice-president of the Illinois Central System from 1883 to 1887.

Colonel Gordon then produced some very good whisky, of which we partook. This was then a free country, in which the temperate use of beer, wine and spirits was a matter regulated by the judgment of its free citizens, and not controlled, or attempted to be controlled, by statute law, and especially by federal statutes.

Helped Fight Against Yellow Fever

In another article in the February magazine on Chatawa and the academy there, in which I well remember Mrs. Gordon's tak-

Thirty-nine

ing great interest, reference is made to yellow fever. The first attack of that epidemic with which we had experience came in the summer of 1878. That the source of the disease lay in a certain kind of mosquito was then unknown. Lime was then considered a good disinfectant. The railway company contributed and distributed one hundred cars thereof. Mr. Osborn gave ten cars; this writer, then secretary of the C., St. L. & N. O., one; other officers also contributed. The company gave free transportation for physicians, nurses and supplies of all kinds, expending well over \$100,000 in the work. The local newspapers were free in commending its action, and I

remember getting together and filing at least a hundred of their articles.

The discovery, many years later, of the real source of the disease, a certain kind of mosquito, brought back to my memory that Colonel Gordon and others had then, in 1877, told me that prior to the building of the railroad mosquitoes of any kind were unknown in the "piney woods" of southern Mississippi. All were of the belief that they were imported in the freight cars, which had been carried to New Orleans, left standing there for some days, and brought back empty. Even Captain Conway, our old roadmaster, who lived at Chatawa, admitted this.

Son of Dispatcher a Talented Musician

Dispatcher and Mrs. J. W. Bledsoe of Mattoon, Ill., may be justly proud of their son William, 16 years old, who is a musician of rare ability. He is the possessor of a 4-octave Deagan artists' special instrument xylophone which he manipulates with fine understanding. His playing is skillful, sincere and impressive, and the brilliant style of his music delights his audiences.

William is a member of the Treble Clef Club, the leading musical club of the city. He has been heard at many of Mattoon's social affairs, as well as in nearby towns. He plays in the high school orchestra and specializes in classical solos, but, when occasion demands, his jazz playing more than pleases. He arranges all 4-hammer work himself. William has been playing on the

instrument about two and a half years, but has been studying just a little more than a year. He is a junior in high school, but finds time to make occasional trips to Chicago to study under M. L. Jones, an artist on the xylophone.

To William's mother is due much credit for developing the natural talent of her son. Mrs. Bledsoe herself is an accomplished pianist and has been so recognized for years, and her love of music causes her to devote her time unreservedly to her son's advancement, which has been an incentive for him to forge ahead. Mrs. Bledsoe plays all of William's accompaniments, and those who have been fortunate enough to enjoy their programs have been given a delightful treat. It is predicted that success on a big scale will come to the young musician.



Terminal Employees Meet to Conserve Fuel

*Business and Pleasure Combined in Chicago Gathering
With Talks by J. W. Dodge and O. L. Lindrew*

AN instructive and entertaining fuel meeting was held the evening of January 19 on the ninth floor of our 63d Street office building in Chicago, under the auspices of the Chicago terminal passenger service employees. The program included fuel talks by J. W. Dodge and O. L. Lindrew, transportation inspectors; motion pictures by E. A. Barton, inspector of stations and transfers; a song, "Three o'Clock in the Morning," over the radio, by H. E. Bragg, chief clerk to the superintendent of suburban passenger service; and a radio concert under the direction of Dwight Clextan, son of Frank Clextan, a suburban service engineer. More than two hundred employees and the members of their families attended the meeting.

It was announced that this meeting was the first of a series of such entertainments for the employees in Chicago and that they were to be for the benefit of the employees and their families of all the departments. A. Bernard, superintendent of the suburban passenger service, was chairman of the meeting.

When the meeting was called to order at 8 p. m., Mr. Bernard introduced Mr. Bragg to the audience, and then announced that Mr. Bragg would leave immediately for WMAQ wireless station of the *Chicago Daily News* on the roof of the Fair building. The *Daily News* previously had consented gladly to allow Mr. Bragg to sing at the broadcasting station.

Coal Saving Guards Pay Check

"Payment for the great amount of fuel that is consumed by the Illinois Central System must be made out of the same treasury that pays you and me," Mr. Dodge said in his talk on conservation. "And when such a sum of money is taken out of the earnings for the payment of the coal bill, it comes mighty close to tramping on your pay check and my pay check. That is one of the reasons I am appealing to each of you to do your part in the conservation of coal.

"It is the little saving by many that in the aggregate makes a great quantity," he continued. "As an illustration, if only one



J. W. Dodge



O. L. Lindrew

additional pound of coal had been saved out of each ton that was purchased by the Illinois Central System during 1921, it would have meant a saving of coal to the value of \$45,000.

"The highest possible efficiency should be got out of coal when it is burned. This cannot be done unless the temperature of the fire is between 1,400 and 1,500 degrees Fahrenheit.

About 35 per cent of the heat value of coal is in the form of gas. This gas is released from the solid matter at 700 degrees, but will not ignite under 1,400 degrees. In other words, if the fire is not kept at 1,400 degrees Fahrenheit, 35 per cent of the heat value of the coal goes to waste in the form of freed gas.

"The results obtained in fuel conservation during the last ten years on the Illinois Central System have been splendid. I can best illustrate by saying that, had we consumed as many pounds of coal per unit of service in 1921 as we did in 1912, our fuel bill would have been about five million dollars more than it was."

Urges Aid to New Firemen

Mr. Lindrew appealed to the employees to stop the leaks on the system. "I believe that if all the leaks were stopped," he said, "the company could afford to increase our salaries.

"No matter how old we are in the business, we can always learn something. Get-together meetings like this will prove very beneficial, and I am sure that each one will gain knowledge through the exchange of ideas.

"I should like to impress upon the engineers how important it is that they give the young firemen all the assistance they can. The younger employees need the help of those who have had experience in the service, and a word now and then will teach them how to save coal. Perhaps it will not be more than a pound a day—maybe a scoopful. No matter how much it is, every little bit helps in the long run. Many times a little thinking will lighten the work and at the same time save coal."

After Mr. Lindrew's speech, Mr. Barton projected several reels of interesting motion pictures. They were pictures of work that is being done on the Illinois Central System. One reel, which bore the title "Loss and Damage to Freight," showed



Dwight Clextion

Damage to Equipment

There is a good reason why we should make every effort to eliminate damage to equipment—a great evil which hovers about us.

In the first place, it is a destructive element of good business. A damaged car is a menace to any railroad. The trip to the rip in a great many instances delays the shipment, causing dissatisfaction both to the shipper and to the consignee, thereby paving the way for criticism instead of a boost.

So in order to enjoy good business we must have boosters instead of knockers. A knocker is exactly what you are, my friend, whenever you carelessly damage a car.

Why not get into the game, be a booster and assist this great railroad to continue to enjoy the large increase and great volume of business which is bound to come our way?—P. S. ENGLISH, Yardmaster, Chicago.

clearly just what happens inside freight cars from impacts and collisions.

A Home Talent Radio Program

When the motion pictures were over, Mr. Clextion tuned in his radio set, and the audience enjoyed the music of the artists of the WMAQ station. And then the listeners heard: "By special request of the Illinois Central passenger service employees who are



Harlan E. Bragg

Sees Value in Meetings

R. S. Murphy, 6611 Kenwood Avenue, engine foreman in the passenger yards of Central Station at Chicago, recently wrote to President C. H. Markham the following appreciation of the fuel meeting:

"At the fuel meeting for the employes of the Illinois Central held on January 19, 1923, presided over by A. Bernard, terminal passenger superintendent, assisted by Trainmaster E. O. Guyton, which was attended by several hundred employes and their families, we had the pleasure of hearing a very interesting radio concert.

"Mr. Dodge of the fuel committee gave an interesting and instructive talk on the origin and conservation of fuel. The talk was much appreciated by all present, and I only wish that every employe of the system could have heard this enlightening talk. I believe that much good to the system will come from this meeting, as it brings the employes closer together and creates a feeling of co-operation and fellowship.

"Mr. Markham, I am sure you would have been gratified if you had heard the applause, which was spontaneous, when your picture was flashed on the screen, and I think all the employes would enjoy another such meeting to hear an address from our president."

assembled in and near Chicago and who are listening to our concert, Mr. Harlan E. Bragg, one of their fellow workers, will render a baritone solo, "Three o'Clock in the Morning," came through the instrument. There was much applause, and everyone leaned eagerly toward the radio apparatus. Mr. Bragg sang, and there was another round of applause. Many said that his voice compared favorably with those of the artists who were on the regular radio program.

Mr. Clexton then entertained the audience with radio concerts from a distance for a short time before the meeting was brought to a close.

Watch the Deadline!

Material for the magazine is still being sent in after the 15th of the month, in spite of warnings to the effect that the 15th is the deadline for magazine material. Obviously, material arriving so late will have to hold over at least a month.

A GOOD STUDENT



Miss Marie Doyle Pulliam, daughter of R. L. Pulliam, agent, Grayson Springs, Ky., was graduated from the Clarkson High School in the class of 1921-1922 as salutatorian and secretary-treasurer of that class. She is now attending Oxford College at Oxford, Ohio, and will receive a degree of bachelor of music in piano with only three years' study. She is also a talented singer. Miss Pulliam is a member of the Oxford Choral Society and Music Club. She was chosen as one of five to represent a class of eighty-five in the athletics of Oxford's well-known "Campus Day," and she is active in all phases of athletics. Miss Pulliam is seventeen years old.

EDUCATION THE GREAT NEED

The beauty of real education in life is that every one of us always does the best he knows how. If we do the mean and narrow thing, it is because we have not known the better and nobler. We do not need any more leaders to tell us to be good. We want liberators to weigh and compare ideas and conduct, to increase our knowledge, and to show us how to choose. If properly educated we will choose aright.

—IRVING PRICE in *Roycroft*:

Will Push Markham Yard Work This Year

*About Two Years' Work Yet to Be Done
on Large Classification Yard Near Chicago*

By L. L. LYFORD,
Engineer in Charge of Project

ARRANGEMENTS are being made to begin active work, as soon as the frost is out of the ground, on the completion of Markham yard, located between Homewood and Harvey, Ill. This yard was started in 1918, but very little work has been done since the period of federal control. There is yet about two years' work to be done.

In connection with the completion of this yard, it is planned to separate grades with the Baltimore & Ohio Chicago Terminal Railroad and the Grand Trunk Railroad by elevating the Illinois Central tracks through Harvey. When the plans for Markham yard were first developed, it was the intention to elevate tracks through Harvey from the Baltimore & Ohio Chicago Terminal crossing south to a connection with the south end of the yards, but the progress of the electrification program on the Chicago terminal of the Illinois Central makes it advisable to go ahead at once with the separation of grades at Harvey.

There has been spent in four years to date, in acquiring right-of-way, constructing fill and some few tracks, together with the construction of a subway at Homewood and part of a subway at 159th Street, Harvey, approximately \$2,600,000. To complete this yard, in accordance with the plan developed for the partial units to be constructed at this time, will cost approximately \$6,000,000 additional. The yard is so designed that the capacity of the receiving and departure tracks on both north- and southbound units can be doubled at some future date by constructing additional tracks and embankment.

Markham yard is to be what is known as a hump yard—that is, the cars are switched and classified by pushing them over a hump and moving them thence by gravity into the classification tracks. At the present time freight trains from the south and north are handled into the yards at Wildwood, Fordham and South Water Street, but after the completion of Markham yard the runs will end at that place and transfer trains will be handled thence into Chicago by means of transfer crews.

Yard to Have Two Main Units

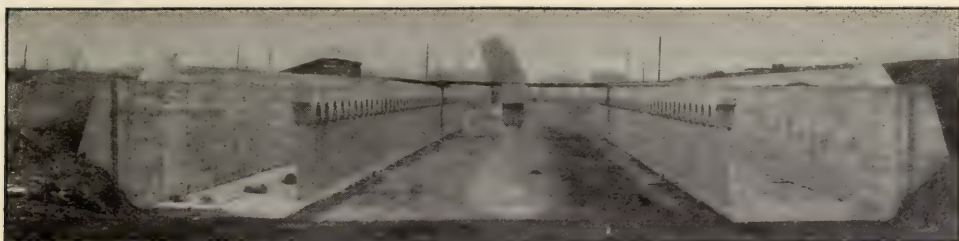
In general, there will be two units—one for the handling of northbound business and the other for the handling of southbound



L. L. Lyford

business. Each unit will consist of a receiving yard, a classification yard and a departure yard, the present construction providing for ten tracks in each of the receiving and departure yards, sixty tracks in the northbound classification yard and forty tracks in the southbound classification yard. Trains from the south will be brought into the northbound receiving yard, the road engine will be cut off, and a hump engine will push the entire train over the northbound hump, which will be doubled-tracked and located just north of 171st Street.

This classification yard has a capacity of approximately 2,400 cars. Each classification consisting of one or more cars will be handled by switchmen or car riders, the duty of whom is to see that the car is stopped at the proper place without damage to equipment. These men will ride to the lower part of the classification yard and be returned to the hump on motor cars operating on specified tracks in the classification yard. From the classification tracks the cuts will be transferred by switch engine to the departure yard, where they will be built up into trains and then handled by transfer crews to their proper destination in the Chicago terminal. This will eliminate a large part of the switching that is now



Concrete work for Markham yard subway at Harvey

done at various other yards and tracks on the Chicago terminal.

The southbound unit is similar in arrangement, the classification yard holding approximately 2,000 cars. After passing over the hump, cars will be transferred from the classification yard to the southbound departure yard and handled directly from the departure yard by road crews to their destination. A great many cars from connecting lines and clearing yards will arrive in the southbound classification that will have to be returned north to points on the Chicago terminal, and provision is therefore made for transferring these cars from the classification yard across to certain tracks set aside in the northbound receiving yard for this purpose.

In addition to the north- and southbound units of this yard, it will be necessary to provide a transfer station which will be a combination of the ordinary freight house and yard loading facilities. The purpose of this yard is to transfer and consolidate package freight of less-than-carload shipments according to the destination and shipper.

Mechanical Facilities Required

It will be necessary to house and care for a large number of engines for both road and transfer movement, so that adequate mechanical facilities must be provided, consisting of roundhouses and a machine shop for light repairs, a boiler shop, cinder pits, inspection pits, water facilities,

a coaling station, a sand house and other facilities of similar nature. The coaling station will be of the latest mechanical type and able to coal four locomotives at one time. An adequate water supply and fire protection system will be built, water probably being obtained from a pumping station, located near the Calumet River, in the vicinity of 147th Street. The distribution of the water supply will be such that it will be possible to supply locomotives with water at many different points in the yard.

Modern interlocking plants will be installed to handle all switches on the hump and to facilitate the dispatching of the cars and engines from one section of the yard to another. The switches on both humps will be handled by operators stationed in the hump towers, at which point there will also be located a scale house containing the most modern type of scale capable of weighing cars while in motion.

It will also be necessary to provide a lighting system, which will require several hundred lights to be installed at many points throughout the yard.

At both the north and south ends of Markham yard in the main line tracks there will be constructed a series of cross-overs and interlocking plants to handle the switches controlling the movement of trains into and out of the yard. The construction of the plant at the south end is now under way, and it will be completed at an early date. The plant controlling the north



Completed subway at Homewood

end of the yard cannot be constructed until after the Harvey elevation work is completed. It is probable that at one of these interlocking plants, or some point between them, the exchange from steam to electric locomotives on passenger trains will take place, when the passenger tracks into the city are electrified.

No Grade Crossings in the Yard

There were several roads and streets crossing the site of the yard, but such highways and streets as could not be vacated and abandoned will be provided with subways, so that there will be no highway or street crossings at grade in the entire territory occupied by Markham yard between Harvey and Homewood.

There remains about one million cubic yards of filling material to be placed in the yard before the grading for the present development is completed.

The track elevation and grade separation project at Harvey, which will be carried to completion at the same time as the work

at Markham yard, will require the use of approximately one million cubic yards of filling material. This filling material will probably be obtained from some point in northern Indiana, as this sand can be handled easily in all kinds of weather and is suitable for this class of work. Subways of reinforced concrete, similar to those constructed in the Hyde Park territory, will be constructed at the necessary street crossings through Harvey. While the tracks are being elevated, provision will be made for the construction of two additional tracks, so that upon completion of the project there will be six main tracks, together with necessary interchange and industry tracks, through Harvey. Incident to the construction of track elevation project at Harvey will be the construction of a modern passenger station, similar to those we have at Grand Crossing and one or two other points on the Chicago terminal. The estimated cost of this work is \$1,200,000, and it will require two years to complete.

New Orleans Employes Enjoy River Outing

The clerical employes of the Illinois Central System at New Orleans enjoyed an evening of social pleasure and recreation when they held a carnival party and dance on board the big excursion steamer Capitol, Thursday, February 8. More than 1,500 invitations were sent to local and out-of-town members of the Illinois Central family to join in the occasion of gayety, and most of those who were invited took advantage of the opportunity to attend.

The Capitol, which is one of the most palatial boats on the river, was chartered for the evening, the crowd assembling at 8 o'clock. The vessel then proceeded up the river for five miles and returned, while happy revelers danced to the strains of haunting music until close upon the midnight hour. The 10-piece orchestra on board the Capitol is one of the best musical organizations in the South, and Captain John Streckfus, in command of the steamer, has a distinguished reputation for the quality of

entertainment he furnishes those who partake of his hospitality.

The committee in charge of arrangements comprised the following: August Kunz, president *ex officio*; A. V. Bertaut, chairman; E. A. Harang, J. Fine, L. J. Sciortino, J. Kline, L. N. Hubert, A. J. Sherloc, J. W. Howard, M. Curran, C. A. Briel, Joe McCann, P. J. Brady, Tom Calwell, J. A. Meyers, S. Hill, J. Kramer, A. J. Mouton, C. DeLuhery, W. A. Delph, Ed Rice, Charles Rickoll, M. Biersoll, D. McDoiby, F. G. Jourdan, D. Sphor, Jesse Ford, D. Thurman and J. M. Becker. W. A. Delph, employed in the superintendent's office at the New Orleans terminal, was chairman of the committee on publicity.



Yard Operation Takes Thought and Study

*Yardmaster H. O. Dahl, of Waterloo, Iowa, Gives
Some Pointers on How He Handles His Job*

By H. O. DAHL,
Yardmaster, Waterloo, Iowa

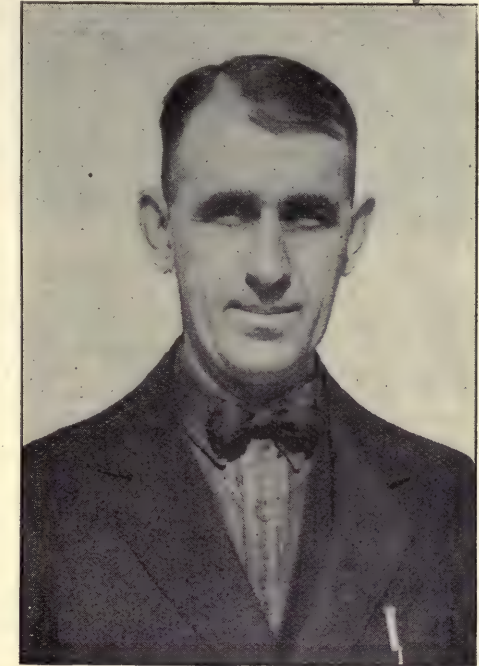
THE two words "yard operation" cover a vast territory which takes considerable thought and study. To do the work properly, rules Nos. 900 and 901 of the Transportation Department book of rules must be literally complied with.

It is the writer's opinion that, to obtain the best efficiency in yard operation, the general yardmaster must familiarize himself, before the starting time of his organization, with the entire situation. He should refer the situation to his chief train dispatcher, and the chief train dispatcher should refer to him a similar report, so that he can intelligently start his organization in an efficient manner. This report should be as follows: through loading, short loading, empties, all classified and reported for the different directions, the company coal situation, the power and the train crew situation. The outlining of the movement of trains should be handled entirely by the priority classification, maintaining manifest in manifest trains only.

The yardmaster on duty should be active in creating a harmonious condition in his locality, as we are all aware that harmony creates efficiency.

Ice House Has 18,000-Ton Capacity

At this terminal we have an ice house which has a capacity of 18,000 tons. Twenty-four cars can be spotted for icing at one time. For the proper icing and inspection of the cars, it takes on an average of two minutes per car. Nothing but natural



H. O. Dahl

river ice is used in the icing of cars, except in cases of extreme emergency after the supply of natural ice is exhausted. During 1922 there were 43,696 cars inspected, of which 24,064 were iced. We used 18,733 tons of ice for the handling of these cars.

Repair yards at this terminal have a



Our yards at Waterloo



Here is the force of the yard office at Waterloo, Iowa. From left to right, back row: H. O. Dahl, yardmaster; P. J. Mulcay, car record clerk. From left to right, second row: A. B. Magnusson, checker; A. V. Hillary, operator; H. B. Ellis, bill clerk; Fred Meyer, caller. J. A. Joyner, chief yard clerk, is in front.

track capacity of sixty-five cars. However, during the 24-hour period there are on an average of one hundred cars made O K and switched to the train yard for movement.

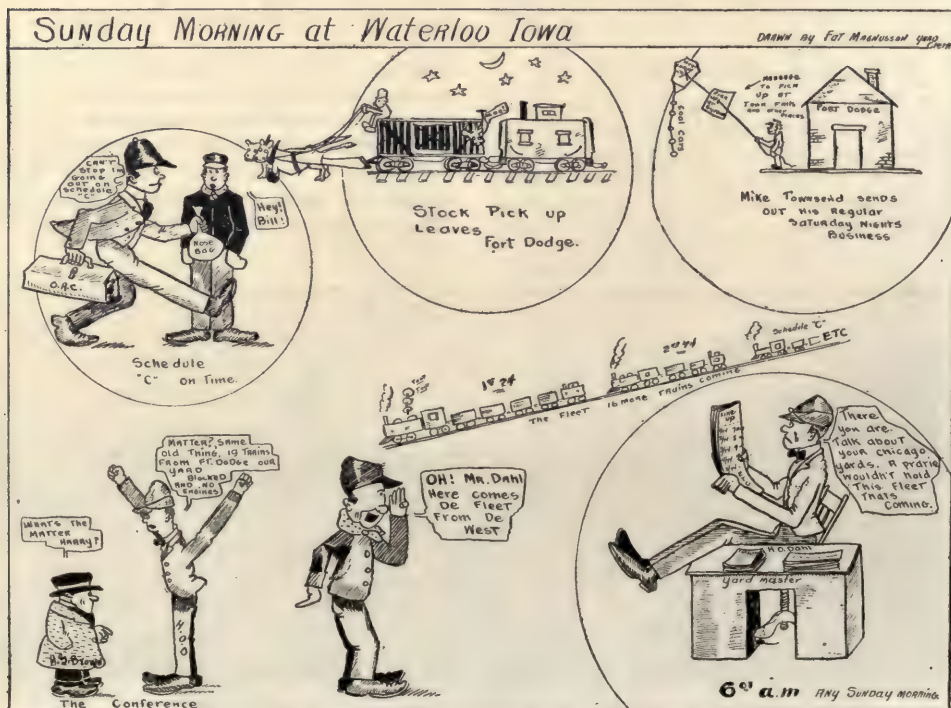
Our city yards, which are located in the heart of the city and serve practically all

of the large wholesale houses, including the freight house and the passenger yards, require continuous switching service during the 24-hour period. There are on an average from seventy-five to one hundred carloads received at Waterloo daily for the different industries, including the merchandise cars for the freight house and the carloads of company material for the division storekeeper at this point.

Engines Need Nine Cars of Coal a Day

At the mechanical coaling station we use about nine cars, or four hundred and fifty tons, of coal daily for engine use, also about one car of screenings daily for the stationary boiler room.

The entire yard is operated with eleven yard engines, six of which are used in the train yard, classifying and switching trains for outbound movement. Three city engines handle the work of the industries in the city yard, the placing of the loading at the freight house and the passenger switching, as well as making the interchange with other railroads. One engine is used exclusively in placing bad order cars in the repair tracks and switching out the loads and empties which have been repaired, besides placing the company material for unloading. One engine works entirely at the Rath Packing Company plant. From October 1, 1922, to January 19, 1923, there were 6,075 loads and empties handled in





Illinois Central ice house at Waterloo

and out of the Rath Packing Company plant.

In order to get the most efficiency from the switch engines, the writer would suggest that the yardmaster handle all of the switching power, as he knows which engines he can use of the different assignments and obtain the best efficiency.

Getting Contact With Our Patrons

Some little time can be spent daily in the solicitation of freight and passenger business by each employe. This gives the employes an opportunity to meet and talk with the business men, which also creates a more "at home" feeling when they call at the different offices to obtain information regarding the placement of cars for loading or unloading.

When yard operation is taxed to the maximum we are all subject to criticism, and we are daily criticised. All concerned in the yard organization should endeavor at

all times to be polite to our patrons. Courtesy should be shown in every respect. Regardless of the controversy, give the patron the benefit of being right, keeping in mind at all times that he is the means of financing the operation of the railroad on which you are employed.

Engine foremen on industrial work should make a complete trip report, using form 968, which is practical and now in use. Train yard and repair yard foremen are under the supervision of the yardmasters, and such a report is not necessary. Complete turn-overs by the yardmaster are essential and materially assist in clearing any controversy which might arise in correspondence or any other form at a future time. The 722 report, or record of cars handled, should be bound up in a neat form and filed in a case daily. All 33 reports, 1485A, 1485B, 1480 forms, along with all other daily reports, should be compiled and bound in a daily file for future reference.



Here is the ice house crew at Waterloo, Iowa. From left to right, they are: A. G. Muncey, foreman; Nate Entwisle, laborer; John Sulentic, laborer; William Burk, laborer; P. L. Entwisle, clerk; Mike Semat, laborer; Jock Sulentic, laborer; Tom Tollivar, laborer; William Remitsch, laborer; Fred Hamerlick, laborer.

An Efficient Ticket Salesman at Champaign

H. C. Knapp Has Sold Nearly Three Million Dollars' Worth of Passenger Business in Six Years

IN the six years that H. C. Knapp has been city passenger and ticket agent for the Illinois Central System at Champaign, the seat of the University of Illinois, he has sold nearly three million dollars' worth of passenger business to our patrons, and he has done it so efficiently and so courteously that his reputation in those lines is known far and wide.

Whenever anyone at the University of Illinois figures on taking a trip he consults Mr. Knapp, and he invariably gets all the information he needs, with some good, timely hints and suggestions thrown in for good measure. It's the same with practically everyone else in the twin cities of Champaign and Urbana. "Ask Knapp" is accepted as the proper first step in preparing for a trip with which the prospective passenger is unfamiliar—and, regardless of what the destination may be, Mr. Knapp knows, or finds the information for the inquirer.

In six years Mr. Knapp has sold, or supervised the selling of, tickets to something like four million persons. Line up four million individuals in single file, allowing three feet to the person, and you would have a line something over two thousand miles long—long enough to reach from Chicago to New Orleans and back again, and then some. Imagine yourself behind the ticket window selling tickets to that throng, and you will have some idea of the job that Mr. Knapp has been handling with great efficiency for six years. He has handled it so well that in the entire six years not more than half a dozen complaints have been made. On the other hand, he has literally made thousands of warm friends for the Illinois Central System.

Business Has Grown Steadily

The following record of the ticket sales at Champaign during Mr. Knapp's term of service will show how the business has grown year by year:

1917	\$ 365,829.71
1918	356,965.66
1919	440,689.67
1920	537,809.46
1921	538,462.99
1922	573,503.28

\$2,813,260.77

Mr. Knapp estimates that approximately 60 per cent of our passenger business orig-

Fifty



H. C. Knapp

inating at Champaign is student or other travel incident to the university. By keeping a record of the number of passengers handled at vacation and semester-end periods, at football games, track meets, and the like, and taking into account the increase year by year in the enrollment at the university, he is able to determine pretty closely what equipment will be needed to handle all movements incident to university life. About 70 per cent of all the university travel is over the Illinois Central System.

Each year at the Easter vacation period we handle the movement of about 2,500 students and faculty members. The same is true at the Thanksgiving holiday. Mr. Knapp figures that practically everyone at the university who can make the trip home and back for not to exceed about \$10 goes. Each of these movements usually requires two special trains northbound, one leaving at noon and one at night, and extra equipment on all southbound trains. The end of each semester takes about 5,000 persons away from Champaign, but in these cases the movement is spread out over an entire

Illinois Central Magazine

week, due to examinations, and it is largely handled by extra equipment on the regular trains. The real rush of the year is at the Christmas-New Year vacation. Just before Christmas last year we handled two special trains to Chicago which carried about 1,000 passengers each, one special train south-bound carrying around 700 passengers, one special train to St. Louis via Clinton carrying more than 450 passengers, with extra equipment on practically all other trains.

Good Judgment Is Necessary

As a general rule, the law of averages will govern the term-end and holiday movements; it is when it comes to special trips incident to the football season and the like that good judgment is necessary. So much depends upon the standing of the team, the school spirit of the year and other factors which cannot so easily be put down on paper that the traffic salesman must do some real figuring. But here also Mr. Knapp shines. According to Superintendent J. W. Hevron, there has been only once that Mr. Knapp has not come so near in estimating the travel that the Illinois Central has had just the right amount of equipment on hand to handle the business, and on that occasion it was an over-estimate, instead of an under-estimate—and our patrons were fully protected.

Mr. Knapp finds it of great value to follow the student life at the university closely. He watches the *Daily Illini*, the student newspaper, like the stock broker watches his ticker. No item in the news which may involve business for the Illinois Central System is too small to have his attention, and he makes good use of the information. He takes as much pleasure in arranging a trip for the university band or glee club as he does in planning for the much larger student movements.

Mr. Knapp was asked what he considers the strongest "talking point" in selling the passenger service of the Illinois Central System, and this was his answer:

"Reliable service."

Reliability an Illinois Central Asset

It's reliable service, according to Mr. Knapp, that makes a permanent patron of the railroad, not unfulfilled promises nor the occasional good performance. That's why he likes to talk about our on-time arrivals and the courtesy which patrons receive on our trains, for he knows his promises will be fulfilled.

Making a success of selling passenger transportation service is like making a success at anything else—you have to study your patrons. Mr. Knapp says that he has found the statements to patrons and em-

ployes which are made by President Markham of incalculable benefit to him in striving to be a better transportation salesman. He absorbs information about the railroad like a sponge absorbs water, and whenever the opportunity offers he passes the information on to the other fellow.

"I make it a rule for myself and for my ticket selling assistants," he said, "never to let a person go away from the window dissatisfied, or feeling that he didn't get all the information he wanted. A ticket seller often does not have all the information a patron wants. When that happens, I have the ticket seller make a note of the person's name, address and telephone number and tell me about it. Then I get the information and go to see that person."

Mr. Knapp's first name is Harry. His friends say that his middle name is Courtesy. At any rate, courtesy is what he practices and has his assistants practice—day in and day out. This is the way he puts it:

"It doesn't cost a cent to be polite, and it sure does help the railroad, and help your office."

Good Service to University

With such a record as Mr. Knapp has made at the Champaign ticket office, it follows that he must have won the friendship and confidence of the leaders in the university life. President David Kinley of the University told a representative of the *Illinois Central Magazine* that he is very fond of Mr. Knapp and has always found him courteous, obliging and faithful.

"Mr. Knapp is one of the most efficient passenger agents with whom I have ever dealt," Doctor Kinley said. "In efficiency, I mean to include courtesy, thoughtfulness and general conduct, as well as ability.

"He has the knack of getting for you what you want, and when you want it, even though it is often something difficult to get. I recall one instance when I asked him to endeavor to get a reservation out of Chicago when travel was not only heavy, but the time short. I expected to hear from the request some time during the afternoon, but I had the information within five minutes. What he does for me, I know he does for others.

"From the university's point of view, we appreciate the manner in which Mr. Knapp, for the Illinois Central, anticipates the demands for service. At certain periods of the school year when students are going and coming by the thousands, Mr. Knapp studies out in advance what the needs will be, with the result that the students are taken care of comfortably and expeditiously.

"This personal service such as Mr. Knapp

gives is important to the general public, a service which the public wants but does not always get, and does not always appreciate when it does get it. We do get it in Champaign-Urbana, and most of us appreciate it."

Mr. Knapp is just 30 years old. His first job when he came out of grammar school was call boy for the Big Four at Kankakee. From call boy he went to yard clerk, then to ticket clerk. After serving for about a year and a half as joint ticket

seller for the Illinois Central and the Big Four at Kankakee he worked for five months in the city ticket office of the Illinois Central at Chicago. Then he got a job in the accounting department of the Chicago & North Western at Chicago, but in 1916 he went back to selling transportation—as a ticket seller in our office at Champaign. His appointment as city passenger and ticket agent at Champaign was made on Washington's Birthday, 1917, and he has been on the job since.

Gave Unusual Lecture Recital of "Tosca"

The Book Lovers Club of Princeton, Ky., gave a lecture recital of the opera "Tosca" on January 10 at the home of Mr. and Mrs. Albert Pitzer (Mr. Pitzer is dispatcher at Princeton), under the direction of Miss Marion Waggener, clerk in the office of the supervisor of bridges and buildings at Princeton.

The idea of giving the opera in this manner occurred to Miss Waggener when she witnessed a production of "Tosca" by artists on her recent visit to Paris, France, and she staged each act as nearly as possible like the original production, even to the lighting and designing and making the costume of Tosca.

The music room at Mrs. Pitzer's home

was fitted up to represent the interior of an old Roman cathedral. Miss Waggener was at the piano, and Mrs. R. M. Pool, wife of the president of the First National Bank at Princeton, sang the role of Tosca. Mrs. Pitzer assisted with the organ and chimes. Miss Waggener gave parts of the libretto and used graphophone records of Caruso and Scotti, which not only enabled the audience to follow the story very readily but also made the production very realistic.

"The recital," said the *Paducah Evening Sun*, "is the outstanding musical event of the season in Princeton and proves Miss Waggener to be an artist indeed." So successful was this event that those participating were asked to repeat it as a benefit for the Public Library.

PLAY

As we play, so shall we reap. What do you do when you play? Do you do it well? You should, for you will not only live longer but live better. How many of us differentiate between the two ideas expressed in the words "play" and "entertainment"?

Play is an expression from within. Entertainment is amusement from without. Play is more natural, and hence it is more fun—more real recreation. It lessens the tension, releases something from within, keeps one from souring, re-makes one physically and activates one mentally.

Many families have forgotten how to play; they have ceased to be a social center. Reading comic supplements, going to movies or watching another perform is merely entertainment and can only produce a veneer of joy. The real thing is play. It wells up from within and bursts forth in delicious enthusiasms. It is great because it is creative. Sometimes I wonder how much of joy we deny ourselves because we do not always play the great game of life, yea, and of business, too.—W. B. CHAPMAN.



Mrs. R. M. Pool as Tosca

Memphis Man Honored for Public Service

*George R. James Awarded Silver Loving Cup
for His Contribution to Southern Progress*

ON Saturday, January 27, 1923, at the regular weekly luncheon of the Memphis, Tenn., City Club, there was presented to George R. James of that city a silver loving cup awarded for distinctive service in promoting the advancement and upbuilding of Memphis and the South. Twenty-two citizens of Memphis were nominated for the honor, any resident of the city having the privilege of presenting the name of the person deserving recognition for conspicuous public service. The judges freely conceded the trophy to Mr. James, whose indefatigable and unselfish labors on behalf of the farmers, business men and all classes of citizens in Tennessee and other states of the old South have extended over many years. The silver cup was offered by the *News Scimitar*, an afternoon newspaper of Memphis.

C. C. Hanson, president of the City Club and chairman of the award committee, officiated at the presentation ceremony. Mayor Rowlett Paine presented the cup to Mr. James at the conclusion of the formal program.

"Just praise is a debt that we owe. Flattery is a present that we give. We are not here today to give a present but to pay a debt," President Hanson said in stating the purpose for which the club and its guests were assembled. He then paid an eloquent tribute to the man who had been judged worthiest of all to receive the award

for service rendered, announcing as his subject "Why I Like George R. James." Walter P. Armstrong, city attorney, next spoke briefly for the committee of award and read letters of congratulation and commendation upon the choice of Mr. James.

Award Stimulates Civic Spirit

Judge David B. Puryear, president of the Exchange Club, gave a humorous summary of the methods followed by the award committee in considering the merits of each nominee, taking each individual separately in alphabetical order. Judge Puryear's address was a decided hit. He was followed by several of the nominees who gave their hearty approval of the committee's decision. At the conclusion of these talks, President Hanson introduced Mayor Paine, who presented the trophy to Mr. James.

"Since I have been in office," the mayor said, "I have often been prone to contemplate the problems of our city. This trophy, as a recognition of worthy and unselfish endeavor for the public good, will greatly stimulate civic spirit. It will make men stop and think and endeavor to measure up to a higher quality of citizenship.

"Mr. Cohn and Mr. Morris, of the *News Scimitar*, are entitled to the thanks of the public for their forethought in arranging for this recognition of civic merit. This award to Mr. James, I am glad to note, is based upon his unselfish personal efforts, not upon financial means. Many can give



Presentation of Civic Cup to George R. James. Left to right—President Hanson, Mr. James, Mayor Paine.

money for movements looking to the up-building of the community, but Mr. James has given of himself."

The mayor recounted how he had seen Mr. James catching midnight trains, driving over muddy and almost impassable roads to reach remote places in order to carry a message which would help those engaged in agricultural pursuits to improve their conditions.

Successful Farming Is Fundamental

"Upon successful agriculture," the speaker continued, "depends the perpetuity and safety of the nation. Some years ago Mr. James lent me a book, 'George Washington the Farmer.' I learned from that book that George Washington, 125 years ago, was studying the problems of the American farmer. Fifty years ago, Abraham Lincoln said that the occupation of farming would soon be the most honorable profession in the country.

"Seven or eight years ago," Mayor Paine said, "at the outbreak of the great war, business underwent a depression. Our financial structure was falling, many people could not pay their bills, our whole system seemed to be tumbling down. Most of us squeezed through somehow, but we will not soon forget the experience.

"It was largely due to our unprofitable system of farming in the South. When a number of business men met to consider the situation, we found that Mr. James was already 'carrying on' in this field. He had been doing it for a long time. He has kept on doing it. He knows the problems and the duties that the schools, the merchants and the bankers have to meet and perform. He understands that a farm, like any other producing plant, keeps wearing out and must be built up. Mr. James has been tireless in his activities to inspire and instruct the farmers in the work of increasing the fertility of their lands and their greater profits from improved methods. It has become a part of his life mission."

The audience stood and cheered as Mr. James accepted the trophy.

"Usually words come easily to me when I'm on my feet," Mr. James said, "but this is one time when I do not know what to say. I appreciate the honor you have done me, my friends."

A Man of Much Personal Charm

George R. James is big, physically, intellectually, spiritually. He stands probably 6 feet 4, a broad-shouldered, lean, powerful figure with a massive high-bred head and the look in his eyes of one who knows and knows that he knows.

The trials and difficulties of the people in Memphis and in Tennessee, Mississippi,

Kentucky, Arkansas, Missouri, Alabama, in fact the whole South, are his intimate concern. He shares the joys and sorrows of those who toil in every walk of life. The common people are especially his people. Instances are innumerable where he has come to the rescue of some worthy person who found himself sinking in a sea of troubles.

A touching tribute to the character of Mr. James was seen in a letter from the Rev. T. O. Fuller, pastor of one of the Memphis negro Baptist churches, which was read at the City Club meeting. The letter follows:

"I apologize for any apparent intention to intrude upon the proprieties of the occasion, at the meeting of the City Club, Saturday afternoon, when the public-spirited citizens of Memphis will present a trophy, made available through the generous activities of the *News Scimitar*, to the Honorable George R. James whose untiring and unselfish services for his city, his section and his country have won for him the gratitude and appreciation of all classes of his fellowmen. Would you be kind enough to assure Mr. James that the entire Negro population of this city and section silently joins in the expressions of confidence and esteem which are being extended to him by his associates and admiring friends? As a contributor to our schools, churches and social activities, and as an adviser in matters of vital interest to us as a race, and to the community as well, Mr. James holds a place in our affections that language cannot express. If there is any offense, pardon me."

Active in Business and Public Service

Mr. James has been identified with practically every public activity for civic, social or industrial progress in his section of the country during the last decade. He is a member of countless clubs and organizations scattered through half a dozen states. Asked to name the clubs in which he holds a membership, he smilingly waves a hand and says, "Write down the whole list. I belong to 'em all."

His business affiliations are also numerous. He is president of the William R. Moore Dry Goods Company, one of the largest wholesale dry goods, staples, furnishings and notions jobbing concerns in the South; this firm has been in active business for more than seventy years. Mr. James is also vice-president of the Central State National Bank of Memphis and was formerly president and is still a stockholder in the James-Graham Wagon Company. He is a director of the Yazoo & Mississippi Valley Railroad, one of the lines which are a

part of the Illinois Central System. Through Mr. James' efforts in behalf of the farmers in Tennessee and Mississippi, agricultural interests along Illinois Central System lines have made great progress.

In his own words, it is his ambition to see this section develop its wonderful soil to the fullest of its possibilities, which he declares will make Memphis the gateway to the richest territory on earth. He says:

"There are 6,000 boys in the corn clubs of Tennessee, Mississippi and Arkansas who are raising more corn to the acre than can be raised by the best farmers of Iowa, which has the reputation of being the greatest corn-growing state in the Union."

One of the epigrams he has coined and which he emphasizes in his speeches among the people is: "As the man, so the soil; as the soil, so the people."

Daily Exercise Keeps This Office Force Fit



Exercising for health and efficiency

Employees in the joint office of C. F. M. Tinling, supervisor of demurrage and storage, and R. B. Goe, supervisor of weighing and inspection, at Chicago, go through two 5-minute periods of calisthenics each day. The practice was established last October by J. H. O'Keeffe, chief clerk, and he says that he firmly believes that it has served to keep down sickness in his office during the winter months.

Whether or not the daily exercise is responsible cannot be definitely judged, but there certainly is an unusual amount of "pep" in the office, and Mr. O'Keeffe says that the work has been more efficient.

Former service men who are employed in the office persuaded Mr. O'Keeffe to have the short recesses each day for "setting-up exercises." Mr. Tinling and Mr. Goe both expressed their approval, and when it is possible for them to leave their desks they will be found obeying the "One, two, three, four" commands of L. S. Warrington, former service man, who directs the exercises.

The first period comes at 10:30 a. m. and the second at 3:30 p. m.. At the sound of

Mr. O'Keeffe's buzzer, every employee in the office rises from his or her work, all windows are thrown wide open, no matter how cold the day, and the employees take positions in the passageways between the desks.

Each period begins with arm exercise; then there is body bending, leg exercises and deep breathing at the close. The program of each period differs, but the same general exercises are done during each.

Mr. O'Keeffe is not always at his desk when the time for one of the periods arrives, but he says that on his return he is always reminded of the exercises. Enthusiasm for the calisthenics increases as time goes on, he says.

"When the idea first came to us," Mr. O'Keeffe says, "we had visions of all the employees of the general offices at Chicago lined up in Grant Park going through calisthenics each day. It would be a fine bit of advertising for the Illinois Central System and could be expected to increase the efficiency of all the offices in the same proportion as that of our office."

A. S. Holt, in Service Thirty Years, Dies

Engineer on Illinois Division Had Great Affection for Locomotive Which He Ran for Nearly Twelve Years

A. S. ("BERT") HOLT, engineer on the Illinois division, died February 13 of pneumonia at the Illinois Central Hospital in Chicago after an illness of a little less than two weeks. He had been in the service of the company for thirty years.

Since January 1, Mr. Holt had been on an Illinois Central engine that pulled Cleveland, Cincinnati, Chicago & St. Louis passenger trains between Chicago and Kankakee. Previous to that time he had been on an Illinois Central freight run between Chicago and Champaign.

Probably no engineer ever learned to care more for his engine than did Mr. Holt while he was on that freight run. In 1911 he was given engine No. 1597, when it was first placed in service. The new engine won his heart from the very start, and he tried always to keep it looking like new. That engine was next to his home in his pride. He kept the cab almost spotless, and his wife says that at no time would she have been afraid to go into it in her best clothes. She had heard him praise it so often that her interest in it was almost as great as his. When he went to his home after a run, he always called the roundhouse at Burnside to learn who was to take out his engine.

Mr. Holt's father was in the service of the Illinois Central. The elder Holt discouraged his son's ambitions along railway lines at an early age, but it proved of no avail. "Bert" was determined to be an engineman. His father made him quit the first railway job he obtained, but when he was later found wiping engines at Burnside shops the father decided that it was of no use to try to check such a desire. The father was assistant station master at Central Station in Chicago at the time of his death a few years ago.

"Bert," as all his fellow workers called him, had many friends in the service of the Illinois Central. He was extremely fond of railway workers, and at one time said that he would rather have one railway man as a friend than ten friends who were in other occupations.

While he was ill in the hospital, his wife says, one of his closest friends waited in the building four hours one day for a chance to see him, but had to go away disappointed.

About six years ago Mr. Holt was greatly depressed when he was told that his en-



A. S. Holt

gine, No. 1597, had been ordered to the Iowa division. He watched the engine as it steamed out of the roundhouse at Burnside for the Western home, and told his friends that he felt as if the best friend he had in the world was leaving him.

But the separation was not for long. Engine No. 1597 had

not covered more than half the distance to the Iowa division when it was wrecked and brought back to the Burnside shops for repairs. When it came out of the shops, Mr. Holt was again made its master, and he remained so until the first of this year.

Mr. Holt would have been 50 years old March 9. Only a short time ago he made the last payment on the comfortable little home at 6538 Dorchester Avenue in Chicago. He leaves a widow and one son, 21 years old, who has just completed a business course in Syracuse University. The son entered the service of the American Credit Guide Company in Chicago the first of this year, and on February 21 he was appointed secretary-treasurer of that concern.

Burial was February 15 in Oakwood Cemetery at Chicago, under the direction of the Masonic Lodge. The pallbearers were John Rance, Samuel Kier, Charles Barron, Charles Raybuck, Theo Reuther and Ernest Miersch. They are all engineers in the service of the Illinois Central, and "Bert" considered them among his closest friends.

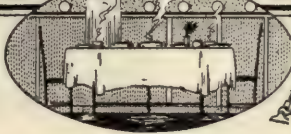
"Wee Willie" Keeler has just passed away—the greatest batsman that baseball ever produced. He used to say: "Hit 'em where they ain't." He placed his hits for safety first. He mixed brains with every swing. That's a winning method that never fails in any job.—*The Night Watchman.*

Good citizenship means not only the faithful performance of daily tasks, but, likewise, doing something for one's friends, community and country.—*The Watchman.*

Illinois Central Magazine

The Home Division

Edited by



Nan Carter

Tested Recipes

CHICKEN CURRY.—Cut up a plump young bird and fry brown in olive oil. Remove from the frying pan and place in the oven. Mix together 2 tablespoonfuls each of flour and curry powder, then add gradually one cupful of stock. Fry two sliced onions in the hot fat, add the prepared stock, cook five minutes, then turn in the chicken. Cover and allow to simmer fifteen minutes. Serve hot with boiled seasoned rice. If the curry seems too thick, add more of the stock.—A. DYKSTRA, *engine clerk, Burnside shops.*

PINEAPPLE SALAD.—Chop the contents of 2 boxes marshmallows and cut fine the contents of 1 large can sliced pineapple. Make a dressing as follows: Mix yolks of 3 eggs with $\frac{1}{2}$ teaspoon mustard, $\frac{1}{2}$ teaspoon salt, 1 tablespoon vinegar, 1 tablespoon flour and 1 tablespoon sugar. Cook until thick and thin down with 1 pint whipped cream. When dressing has cooled, pour it over the marshmallows and pineapple, and place on ice until ready to serve.—CHRISTINE ADAMS, *stenographer, superintendent's office, Water Valley, Miss.*

RICE MUFFINS.—Beat 1 egg until light, add $\frac{2}{3}$ cup sweet milk and $\frac{1}{2}$ cup boiled rice. Sift into the egg mixture $1\frac{1}{2}$ cups flour, $3\frac{1}{2}$ teaspoonfuls baking powder, 2 tablespoonfuls sugar, $\frac{1}{2}$ teaspoonful salt. Add 2 tablespoonfuls of melted fat. Bake in buttered muffin tins.—FRANCES P. OTKEN, *secretary to chief clerk, McComb, Miss.*

SALMON LOAF.—Contents of 1 can of salmon, minced fine (if sauce is desired, drain off liquor), 1 heaping tablespoon of butter, 1 cup of bread crumbs, 2 eggs, salt and pepper to taste. Mix well together, put in buttered mould, place in a pan of hot water, cover mould, and bake in oven for one hour, keeping pan filled with water.

Sauce: Heat 1 cup of sweet milk, add 1 egg, pepper and salt. Cook for a few minutes, pour over loaf, garnishing with finely cut parsley. This dish is good hot or cold.—MRS. FRED DE LONG, *wife of accountant, Stuyvesant docks, New Orleans.*

OATMEAL COOKIES.—Cream $\frac{1}{2}$ cup butter and $\frac{1}{2}$ cup lard, add 1 cup sugar, 2 eggs (beaten), $\frac{1}{2}$ cup milk, 2 cups of flour, $\frac{1}{4}$ teaspoon baking soda, 1 teaspoon baking powder, $\frac{3}{4}$ cup either raisins, currants or nuts, and 2 cups of uncooked oatmeal. Mix thoroughly, drop by spoonfuls on unbut-

tered pans, and bake in a slow oven.—MRS. R. H. WRIGHT, *wife of instrumentman, Mattoon, Ill.*

MRS. CONNOR'S CAKE.— $\frac{1}{2}$ cup butter, $1\frac{1}{2}$ cups sugar, 2 cups flour, 2 teaspoons baking powder, 1 level teaspoon cinnamon, 1 cup sweet milk, pinch of salt, $\frac{1}{2}$ cup nut meats, stiffly beaten whites of 3 eggs, folded in, and 1 teaspoon vanilla. Bake as layer cake and put together with boiled frosting.—MRS. DAN CONNOR, *wife of section foreman, Gypsum, Iowa.*

DOUGHNUTS.—Mix 1 cup white sugar, 1 cup sweet milk, 2 well beaten eggs, and 1 teaspoonful vanilla; then add $\frac{1}{2}$ cup sour cream in which has been dissolved 1 teaspoonful of baking soda; stir thoroughly, and then add flour enough to prevent sticking on board, and 2 teaspoonfuls baking powder (sifted with the flour) and a pinch of salt. Do not mix any more than necessary. Roll out to one-fourth inch thickness, shape with cutter, fry in deep fat, and drain.—MRS. M. QUINLIN, *wife of section foreman, Wall Lake, Iowa.*

A Little Child to Love

Where there's a little child to love, the little cares seem less,

The echo of a childish laugh has such a way to bless;

More human beauty fills the earth, and softer grows the strife—

Thank God for one more life to love, for one more little life.

—FOLGER MCKINSEY.

What to Eat

Use foods made of the whole grains, such as whole wheat flours and corn flours. Instead of eating white sugar, use honey, raisins, figs, dates, sweet prunes and other naturally sweet fruits. Have plenty of fresh, uncooked fruit in season. Eat melons and berries. All the year, use plenty of the succulent vegetables. The leafy vegetables, like cabbage, kale, spinach, young beet tops, young turnip tops, endive and lettuce are especially good. Eat some of these vegetable leaves raw every day. In cooking vegetables some of the vital elements are destroyed, but some survive, and under our mode of living the average individual has not strong enough digestion to eat everything raw. No matter how good your food may be, if you fry it, oversalt

it, use much pepper, vinegar and mustard, eat to excess or eat too fast, the results will not be good. Observe these hints and your so-called vitamine problem will be solved.—R. L. ALSAKER, M. D.

Household Hints for Home Makers

Lemons held in hot water a few minutes before cutting will yield double the juice they would otherwise produce.

Remove mildew stains by boiling the garment in cream of tartar water and then laying it in the sun.

Equal parts of turpentine and ammonia will remove paint from clothing, no matter how hard it may be.

Spirits of camphor will take off peach stains.

Lemon will remove match scratches from paint.

Directly after tea is spilled on a tablecloth, cover the stain with common salt, leave for a little while; when the cloth is washed all stain will have disappeared.

To remove tar marks, rub a little butter on the spot and allow it to stand until the tar is softened, when it will wash out with warm water and soap.

Grass stains may be removed from clothing by soaking over night in alcohol.

Kerosene will take iron rust and fruit stains from almost every kind of goods without injuring the fabric. Wash the soiled parts in kerosene as you would in water, before any water has touched them.

All table linen stains, fruit and even coffee stains, when there is cream in the coffee, may be removed by rubbing the spots with pure glycerine. Let it remain a while, then rinse in lukewarm water. It is often best to let the glycerine remain several hours before washing.—DELLA MORRISON, *Springfield division editor, Clinton, Ill.*

Smart Sayings of Our Babies

Our readers are requested to send in the smart sayings of our babies so that we may print them.

While in Chicago recently, my 9-year-old cousin, Jack, did not want me to miss anything, and he asked if I had seen Lake Michigan. I told him I had, and asked if he had ever been out on the lake. He said, "Yes," and asked if I had also been out on the lake. I replied that I had been 'way out on it in a big boat.

Jack said, "I've been out on it on my feet."

While I was floundering around to think just what he meant, he remarked, "The kids skated there last winter."—FLORENCE MC-SHANE, *Indiana division editor, Mattoon, Ill.*

Marion, age 3, was playing with a kitten for the first time. The kitten began to purr. He put the kitten down and running to his mother exclaimed, "Oh, Mamma, the kitten has his engine running."—KATHLEEN HADAWAY, *Mississippi division editor, Water Valley, Miss.*

According to the 10-year-old daughter of a certain clergyman, there are ways of making an old sermon seem almost new.

"Jane," said one of the friends of the young critic, "does your father ever preach the same sermon twice?"

"I think perhaps he does," said Jane, cautiously, "but I think he talks loud and soft in different places the second time, so it doesn't sound the same at all."—DELLA MORRISON, *Springfield division editor, Clinton, Ill.*

OUR BABIES

No. 1 is Charles Peter Fowler, 4 years old, destined to be one of our future superintendents. His father, Charles A. Fowler, is a machinist at Memphis; his grandfather, Peter B. Fowler, foreman at Fulton, Ky.; his great-grandfather, Charles E. Spinner, retired stockkeeper at Paducah, Ky. Charles Peter, who makes his home with his grandparents, Mr. and Mrs. Peter B. Fowler of Fulton, has exhibited an early fondness for the railroad; in less than thirty days he traveled fifteen hundred miles. He has made many friends among the railway men and never forgets them.

No. 2 is Kenneth, 3 years old, son of Hostler P. E. Barnes, Fort Dodge, Iowa.

No. 3 is William Thomas, 5 months old, son of Engineer R. G. Reynolds, Cedar Rapids, Iowa.

No. 4 is Paul, 10 months old, son of Otto E. Lenk, hostler helper, Cedar Rapids, Iowa.

No. 5 is Ralph Arnold, 4 years old, son of Harry R. Malling, machinist helper, Indianapolis, Ind.

No. 6 is J. F., Jr., 4 years old, son of Engineer J. F. Hyland, Champaign, Ill.

No. 7 is Marshal August, 6 years old, son of J. Wakat, car inspector, Kankakee, Ill. Marshal won first prize in 1918 at the Kankakee Fair as the most nearly perfect baby.

No. 8 is Lillard Winston, 5 months old, son of L. E. Craig, clerk, agent's office, Jackson, Tenn.

No. 9 is C. L., Jr., 11 months old, son of C. L. Sartain, conductor, New Orleans division.

No. 10 is Kenneth Ray, son of Eugene H. Shaeffer, locomotive engineer, Memphis terminal. Kenneth won the first prize at a baby show given under the auspices of the McLemore Avenue Presbyterian Church for being the finest boy between the ages of 2 and 3 years old.

No. 11 is Harrel, 7 months old, son of J. C. Martin, signal foreman, Kentucky division.

No. 12 is Morton B., Jr., infant son of Morton B. Duggan, rate expert, passenger department, Chicago.

No. 13 is Clyde E., Jr., 5 years old, son of C. E. Henley, dispatcher, McComb, Miss.

No. 14 is Jack, 2 years old, son of Conductor C. F. Frost, Centralia, Ill.

No. 15 is John Homer, 1 year 2 months old, son of Conductor H. A. Muchow, Wisconsin division.

No. 16 is Harold William, 6 months old, son of William Reilly, car man, Dixon, Ill.

No. 17 is Mary Alice, 6 months old, daughter of Section Foreman Andrew Athos, Rowena, S. D.

No. 18 shows Ruth, 5 years old, and Doretha, 2



years old, daughters of Fireman Otto Odell, Cherokee, Iowa.

No. 19 is Etta, 5 years old, daughter of Operator D. C. Burnside, Peosta, Iowa.

No. 20 is Eva Kathryn, 3 years old, daughter of M. E. Kemper, chief clerk to superintendent, Mattoon, Ill.

No. 21 is Helen La Verne, 21 months old, daughter of S. M. Peerman, tracing clerk, local freight office, Evansville, Ind.

No. 22 is Mary Jo, 2½ years old, daughter of O. D. Allen, manager, telegraph office, Dyersburg, Tenn.

No. 23 is Dorothy Jane, 2 months old, daughter of Yard Clerk M. A. Cole, Fulton, Ky.

No. 24 is Elizabeth, 4 years old, daughter of Car Inspector F. C. Beacham, Natchez, Miss.

No. 25 is Lois, 16 months old, daughter of H. W. Dobrowski, flagman, New Orleans division.

No. 26 is Eleanor Ida, 5 months old, daughter of A. E. Tracy, Belt clerk, local freight office, New Orleans, La.

No. 27 is Viola Lucile, 4 years old, oldest daughter of M. D. Jones, bridge foreman, Greenville, Miss.

No. 28 shows Martha Newton, 1 year old, and

Agnes Catherine, 2 years old, children of L. W. Lowe, machinist, Water Valley, Miss.

No. 29 is Cleona Pearl Frost, 4 years old, sister of Jack, No. 14, above.

No. 30 is Florence Louise, 10 months old, daughter of Diversion Clerk W. F. Smith, Centralia, Ill.

A Story for Papa

There is a moral in this little story of child life.

"Mama," asked little 3-year-old Freddie, "are we going to heaven some day?"

"Yes, dear. I fervently hope so," was the reply.

"I wish papa could go, too," continued the little fellow.

"Well, and don't you think he will?" asked his mother.

"Oh, no," replied Freddie, "he could not leave his business!"—*Hennepin County Yeoman.*

Now on the Sunset Side of Loyal Service

By WILLIAM BOSLEY,

Pensioned Engineer, Indiana Division

My home being located near the Illinois Central shops and yards, I have an opportunity to observe a goodly number of the men employed in and about the shops, as well as some of the men employed in engine and train service, as they are going to and coming from their work.

As I sit in my easy chair by a comfortable fireside and look out upon those men, I often get to wondering if they ever give a thought to what it means to them to be in the employ of the Illinois Central System and what a great benefit the retirement and pension system is to the old employee who has put in most of his life in the service of the company—in whose class they may some day find themselves. I fear there are few of them who give this subject the full consideration to which it is justly entitled, inasmuch as most of the young men—also some of the older ones—think only of the present and give but little thought to the future.

The writer of this article, having passed through the first two stages of railway service, that of the young employee and that of the old employee, is now enjoying the benefits and pleasures of the superannuated or pensioned employee (which may be considered as the third and last stage of railway life) and feels that he is qualified to offer a few suggestions to the above-mentioned employees.

Those who are fortunate enough to be in the employ of the company as fixed or regular employees should give this matter some consideration. If they will do so,

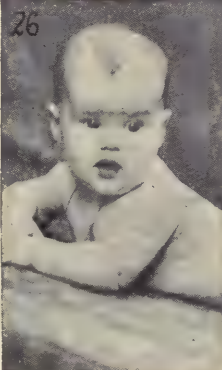
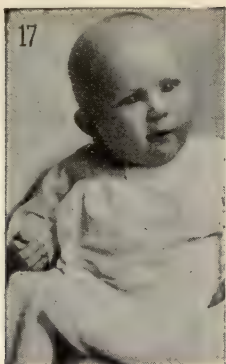
surely they will see wherein it will be to their advantage to hold their jobs and be faithful and loyal to the company; in doing so, they will not only be earning a sufficient compensation to enable them to support themselves and their families, but at the same time be putting money in the bank, which will return to them in the way of a pension when they reach the age of retirement.

In addition to the pension, each superannuated employee is gratuitously given an annual pass for himself and wife, good over the Illinois Central System. This one feature alone should be considered an honor as well as an acknowledgment of long and faithful service.

If you who are in the employ of the company will only pause for a moment and give this matter a little consideration, I feel sure you will agree with me when I say that the grand old Illinois Central is a mighty fine railroad to work for—a benefit to some, a blessing to others and an honor to all who are fortunate enough to be placed on the pension roll!

A TEST FOR EMPLOYMENT

A large employer says that he always tries to frighten an applicant for a position by putting up to him all the objections he can think of: the small pay, the long hours, the sacrificing of leisure and comfort for the sake of the larger future. When he finds an applicant weakening or losing heart or zest for the job he drops him, but if the applicant says, "You can't discourage or frighten me, I want that job," he knows he has hold of the right man.—*Success.*



For Buddy and Sis

Or Maybe "Inkspot," After "Inkid"

DEAR BOYS AND GIRLS:

Here is a form for you to use when writing to suggest a name for Buddy's dog. Tom E. DuBois, 4 years old, son of W. E. DuBois, voucher clerk, local treasurer's office, Chicago, has not yet learned to write, but he asked his daddy to report to Aunt Nancie that he thinks "Spot" would be a good name for Buddy's dog. Read the letters which have been received from Frances Scarborough and Dorothy Hickey. Buddy would like to hear from some more of our boys and girls, as he wants all of them to have a chance to name his playfellow.

With love,

AUNT NANCIE.

AUNT NANCIE:

I suggest the following name for Buddy's dog:

(Write the name on this line)

Name

Address

Age

El Paso, Texas, Feb. 8, 1923.

DEAR AUNT NANCIE:

I am a little girl 9 years old and live in the West now. My father used to be an engineer, but his health got bad and he had to come to El Paso. My father's name was Harry Scarborough. I am going to try to give Buddy's dog a name, I think Rover, but if Buddy doesn't like the name you can write me.

With love,

FRANCES SCARBOROUGH.

P. S.—I live on 3222 Mountain Ave.

Chicago, Ill., Feb. 4, 1923.

AUNT NANCIE:

You asked in the *Illinois Central Magazine* to name Mr. Said's new Inkid's dog. The following are some of the names which I have selected: Bizz, Boszo, Dewy, and Oolong and Zipp.

DOROTHY HICKEY (10 years old),
7552 Indiana Avenue, Chicago.

Answers to February Puzzle

Mississippi towns: 1, Holly Springs. 2, Water Valley. 3, West Point. 4, Jackson. 5, Brookhaven. 6, Gwin. 7, Magnolia. 8, Parchman. 9, Moorhead. 10, Elizabeth. 11, Rolling Fork. 12, Rosedale.

ARLENE'S SNOWFLAKES

By URSULA M. MAHONEY,
Superintendent's Office, Fort Dodge, Iowa

It was a crisp, wintry morning as Arlene looked out from the second-story window of the old depot at the field of broken cornstalks half hidden in a blanket of snow and the creek, under its heavy mantle of ice, trying to hasten on its way near the bend of the railway track. She rejoiced in the thought of the good time she would have that noon trying out her new skates.

Arlene was a capable little girl, 12 years of age, her father's comfort and her mother's little helper, and in addition to standing well in her studies at school she had acquired a marked degree of ability in sewing and needlecraft. Her father had been station agent, operator and baggageman at this busy little junction for the last six years, and her mother was obliged to help in the ticket office during the rush hours of the day, leaving added responsibilities for Arlene in the care of the home and her little

BUDDY—What Do You Suggest?

By SAID

LAST MONTH
SOMEBODY SENT
BUDDY A DOG.—
BUDDY IS VERY
FOND OF HIS NEW
COMPANION AND
IS TROUBLED WITH
WHAT TO NAME
HIM--WHAT
WOULD YOU NAME
HIM?



BUDDY'S DOG -

BUDDY DOES NOT
WANT TO NAME
HIS DOG-BUT
THINKS HIS
FRIENDS SHOULD
NAME HIM.— SEND
YOUR SUGGESTIONS
TO AUNT NANCIE -
SEND AS MANY
NAMES AS YOU
WISH -- THE NAME
THAT IS ACCEPTED
WILL WIN A PRIZE -





Here is a picture of William and Louise, 6 years old, twin children of J. D. McBride, supervisor of bridges and buildings, Memphis, Tenn. These children played the leading roles in a "Tom Thumb" wedding which took place recently at the South Side Methodist Church, Memphis.

blue-eyed baby sister. It was with some degree of satisfaction that Arlene carefully concealed her embroidery from the unsuspecting eye of her mother. She seemed to have accomplished a great deal in the last few minutes; her needle just flew in and out, carrying the long silken threads without even a knot, and she would soon have the coveted surprise ready for her mother.

The clock on the kitchen shelf struck out the hour, and the first school bell sent out its warning message that it would be only thirty minutes more before it would summon all the school children to their daily tasks. Arlene knew her mother would be coming up the stairs almost any moment now. The last morning train had just puffed in and unloaded its passengers and baggage and was ready to rumble on to its next resting place. The old truck had loaded its last cargo and was rattling on its way. Arlene's mother ascended the stairs and made some casual re-

mark about its being near the time for her little girl to be on the way to school.

Arlene said: "Mother, I have been thinking all the time you were helping papa this morning of what I might send cousin Sue for her birthday. I would like to send her something that I could make myself, but it is so hard to think when she has so many pretty things."

Her mother looked into the wistful, serious little face and said: "My little daughter must run to school now, and we will give the matter more thought this evening."

Arlene bundled herself into her coat, cap, overshoes and warm gloves and with a fond good-by started to school. It had been snowing for some time, and great feathery flakes were coming down in countless numbers, covering the landscape with a coverlet of exquisitely jeweled crystals. As she walked along she could not help but notice the beautiful outlines of the dainty designs which were gently descending from the heavens and making a bright relief against her dark coat. As she journeyed on she observed more closely their form. Some were solid with an etched center design, others like open petals, and more like feathery stars. She thought they were like little doilies, dainty lace ones like those she and mother made last year in the summer evenings. How wonderful it would be if the flakes would only remain in shape long enough for her to draw the pattern!

"I wonder if I could not draw some of these designs," she thought.

She resolved to try. She opened her notebook, and it was not long before she had sketched six pretty crystals. "Now mother



From the Indiana division comes the accompanying picture of the three children of R. E. Bayles, agent at Newton, Ill., Harold, age 17, Guy, 12, and Glen, 8, taken in their home at Newton. These three boys are talented musicians, and their performances furnish the residents of Newton much pleasure whenever they appear.



The accompanying picture shows Mittie Elizabeth, daughter of Local Attorney H. H. Creekmore, and James Barron, son of Superintendent A. D. Caulfield, as Miss Columbia and Uncle Sam, in a play given by the primary class of the Water Valley public school at a meeting of the Parent-Teachers' Association, February 7, 1923.

can help me, and I will make some lace doilies for cousin Sue's birthday gift, real lace doilies like the snowflakes she has never seen."

Arlene reached the schoolhouse that morning unusually happy in the thought that she had solved the problem of the birthday gift, which had caused her some anxiety, and that she had discovered one of the missions of the little snowflakes. She hastily searched the book shelves to find some additional information to add to her recently acquired knowledge of the little ice crystals. She discovered that silk and lace manufacturers, jewelers, art craftsmen and metal workers had used the little snowflake doilies for their art designs.

To Arlene it seemed the day would never come to an end so that she could go home and, with the help of her mother, begin work on the little doilies. Like all school days, it came to a close, and with a light heart she hurried homeward and with much merriment related to her mother the joy she had experienced and the information she had obtained that morning from the little

flakes of the air. The evening passed quickly, and it was near bedtime when they had completed one of the little doilies. It was a real masterpiece of delicate loveliness.

Arlene's father, from his big armchair, had been enjoying the evening's discussion on the beauties of the snowflakes, and he was interrupted several times while reading his paper for an opinion on the progress of the work that was being accomplished. He, too, had been giving this matter some thought, and when the work was completed he said: "The wonders and beauties of the snow attracted attention in very early times. I believe if you will look in the Book of Job you will find a reference to these little feathery friends which reads something like this, 'Hast thou entered into the treasures of the snow?'"

The Book of Books was quickly brought, the passage located and read, and then it was time for bed.

GOOD HUMOR

I have mentioned good humor as one of the preservatives of our peace and tranquillity. It is among the most effectual, and its effect is so well imitated and aided, artificially, by politeness that this also becomes an acquisition of first rate value. In truth, politeness is artificial good humor; it covers the natural want of it, and ends more by rendering habitual a substitute nearly equivalent to the real virtue. It is practice of sacrificing to those whom we meet in society all the little conveniences and preferences that will gratify them, and deprive us of nothing worth a moment's consideration; it is the giving a pleasing and flattering turn to our expressions, which will conciliate others, and make them pleased with us as well as themselves. How cheap a price for the good will of another! When this is in return for a rude thing said by another, it brings him to his senses, it mortifies and corrects him in the most salutary way and places him at the feet of your good nature in the eyes of the company.—*From a letter written by THOMAS JEFFERSON to a cousin in 1808.*

VIRTUE NOT ENOUGH

Virtue by itself is not enough, or anything like enough. Strength must be added to it, and the determination to use that strength. The good man who is ineffective is not able to make his goodness of much account to the people as a whole. No matter how much a man hears the word, small is the credit attached to him if he fails to be a doer also; and in serving the Lord he must remember that he needs avoid sloth in his business as well as cultivate fervency of spirit.—THEODORE ROOSEVELT.

Editorial

THE THRIFT HABIT

There is almost no limit to the number of devices that have been developed to encourage the habit of saving. Everyone is familiar with the china pigs and tiny metal houses that are used to attract children into forming the habit. There are cylindrical boxes which hold a stated number of coins of a certain denomination, and which must be filled before any can be extracted. Savings banks encourage small depositors; insurance companies offer attractive endowment policies; building and loan associations have monthly payment plans, and many large companies sell stock to employees and let them pay for it by deductions from their pay.

One objection to some of these plans is that the prospective saver can quit too easily before the habit is fully formed. A Chicago bank has partly overcome this objection by offering to give a coin clock savings bank to each new savings depositor who starts a \$5 account. The clock must be wound every eight hours, and in order to wind it the owner must first deposit a coin—from a 5-cent piece to a half dollar. When the clock is full, it is taken to the bank and opened by the teller, who deposits the money to the credit of the account.

Some persons form thrift habits easily; for some it takes long training and a great deal of self-denial. But it is worth it. Considering the standpoint of community welfare, there is nothing more conducive to good citizenship than the habit of saving.

DEAD SEA APPLES

A curious plant, the *asclepias procera*, grows along the borders of the Dead Sea. This plant yields fruit resembling apples, beautiful on the outside, but bitter to the taste, and when mature filled with fiber and dust.

The lure of bright-colored baubles for many members of the animal kingdom is well known. Crows and magpies are said to be irresistibly attracted by the glitter of silver or bits of colored glass. Hunters have found it possible to entice the shy and timorous antelope or deer within range by displaying a fluttering flag.

Ben E. Chapin, editor and publisher of *The Railroad Employee* (Newark, N. J.), points out some of the weaknesses in the arguments for government ownership of the railroads. In his January issue Mr. Chapin calls attention to the "organized and insid-

ious propaganda, making for the absolute government ownership of the transportation lines of the nation, which is being constantly and effectively 'dinged' into the minds of railway employes by the newspaper, *Labor*, and most of the official publications of the various unions representative of railway employment.

"It perhaps is not to be wondered at that some railway employes, otherwise hard headed and sensibly minded, grasp at the alluring bait of government ownership as the 'cure-all' for every economic ill, or that they fail to look at the other side of the canvas," he declares.

There have been practical illustrations in the United States of the workings of government ownership as well as government control of transportation utilities. Pennsylvania lost more than \$50,000,000 in its conduct of rail and canal transportation systems extending from tidewater at Philadelphia to the headwaters of the Ohio River at Pittsburgh, which ended disastrously in 1855. This enterprise was so honeycombed with corruption, graft and favoritism that the citizens rose *en masse* and elected a legislature pledged to rid the commonwealth of the burden.

Quoting Colonel William Bender Wilson, pioneer telegrapher and historian, who as a young man was employed in connection with the public works of Pennsylvania, Mr. Chapin reports:

"It (the state) suffered all manner of woes at the hands of partisan politicians who knew no law other than their greed . . . The paymaster, after requiring employes to sign the pay roll for the full amount of their pay, deducted 10 per cent, as a political assessment. The public service became gorged with the friends and adherents of the political party in power. . . ."

Massachusetts owned and operated for a number of years what is now part of the Boston & Maine Railroad between Greenfield and the Vermont border. It was generally known that this line, under state ownership, did not pay. It was said that in promotions political influence rather than merit was the rule and that the number of politically appointed officials was greater than the number of employes.

"It is the sincere belief of this publication," concludes Mr. Chapin, "that no busi-

ness enterprise, whether it be a railroad, a manufacturing plant, a coal mine, or a peanut stand, can be conducted as successfully, or with as much satisfaction and benefit to its immediate participants, be they owners, managers, or employes, under public as under private control, for the very simple reason that government ownership produces weaklings, dependents, industrial grafters, mountebanks, bureaucrats, cheap politicians, autocrats and deficits; whereas individualism as represented by private ownership develops strong, self-reliant, progressive and independent free-men, as an example of which the American railway service stands pre-eminent."

The chief cause of Europe's financial woes lies in government operation of railroads. The Austrian state railroads' annual operating loss of \$30,000,000 was responsible for more than 50 per cent of Austria's budget deficit last year. This year the deficit will be larger. There is a 30 per cent increase in personnel since the same lines were under private ownership a few years before the war. Railway jobs have been political plums. The Allied experts are in favor of the sale of the railroads to private interests, but not until they have been put on a better basis by the government.

The Italian state railroads last year lost in the neighborhood of \$50,000,000, equal to one-fifth of the entire national deficit, and this without taking into consideration the interest or depreciation on the cost of the roads. Until a few months ago, most of the employes worked under protest, striking every few weeks and not caring how they wasted time or material. The present Italian government is now offering bonuses for good work and at the same time inflicting punishment on those who are careless or indifferent, the hope being to improve service and earnings and thereby to induce private capital to take up the management.

According to the latest estimates available, government control of the railroads from 1918 to 1920 cost the taxpayers of the United States approximately \$1,800,000,000. The country's practical experience with government operation of its railroads has been an expensive proposition for everybody, but most expensive of all for the taxpayers.

MOTOR TRUCKS AND HARD ROADS

Governor John J. Blaine in his message to the Wisconsin legislature January 11 said, in part:

A man may choose to walk upon our highways or ride in a vehicle of his own choice, but that does not imply that he should bear the burden caused by the extraordinary use of our highways, any more than he who walks should pay generally toward passenger fares or street railway transportation for the

benefit of those who may use that means of transportation.

The people cannot afford to build highways that will carry the maximum load of motor vehicle possibilities. We would go bankrupt if we undertook it. Therefore, our zeal for modern transportation possibilities should not carry us to the extent that means destruction and thus defeat the object of our zeal. I recommend that our laws be strengthened, prohibiting the use of our highways by trucks or motor vehicles that unreasonably destroy our highways and involve the possibility of bankruptcy of farm and industry and the impoverishment of everyone. I do not favor obstructing the advancement of modern means of transportation, except when it reaches the point where, for the sake of our own protection and to prevent bankruptcy and destruction, it becomes necessary to say, "Halt."

In many localities the operation of freight-carrying motor trucks has an appreciable effect upon the traffic of the railroads. Numerous companies have covered parts of the country with regularly operated truck routes which extend to towns and villages around certain distributing centers. In Texas it is estimated that the railroads handle only about 10 per cent of the volume of strictly local freight traffic formerly handled by them.

Until a few years ago the legislatures of practically all the states differentiated in no way between motor vehicles privately employed and those operated for commercial purposes. Pennsylvania, in 1914, placed motor vehicles operated for hire in a separate class coming under the authority of its Public Service Commission. It was the first state to take this step. Now such control, in greater or less degree, is exercised in twenty-two states. However, the following states which are traversed by the Illinois Central System have no regulation of motor trucks as common carriers: Arkansas, Indiana, Kentucky, Mississippi, Missouri, South Dakota and Tennessee.

The latest statistics at hand upon the subject of motor cars and hard-surfaced highways show that there are now in operation in this country 12,357,376 motor vehicles, of which approximately 1,400,000 are trucks. Between 1910 and 1922 more than \$3,000,000,000 was expended for good roads. Generally speaking, the owners of these trucks contributed comparatively little to the cost of constructing the highways which they traverse and which, more than any other agency, they are helping to destroy.

Maryland furnishes an apt example of this point and of the manner in which it was met. That state has a complete system of improved highways, one of the finest in the whole country. It is surrounded by states whose highways are more or less in an incomplete condition. Many large manufacturing cities are located outside the state but near its borders. In consequence, a tremendous truck traffic developed on

Maryland roads, a great number of the trucks paying licenses in other states. Maryland found her roads in danger of being destroyed by agencies which paid nothing toward their building or maintenance. It was decided to weigh each heavily loaded truck and, if it were ascertained that it carried in excess of the maximum load, to fine the owners and compel them to remove the excess wherever found. A few instances of enforcing this regulation had a salutary effect. Nevertheless, overloaded trucks which were permitted to operate over the main highway north and south through Baltimore in 1918 practically destroyed that road, and it had to be reconstructed at a cost of about \$600,000. The State Highway Commission of Maryland has estimated that the saving to truck owners by overloads during the period of wearing out the highway amounted to only about \$16,000, whereas the taxpayers of the state were forced to pay \$600,000 to repair the damage.

It is the opinion of most thinking men that not until the truck operator shall contribute his due proportion to the costs of constructing and maintaining highways can his right to use the highways be considered equal to that of the ordinary taxpayer.

On June 14, 1921, the Public Service Commission of Pennsylvania declared that "public interest would immeasurably suffer" if motor vehicle competition with the railroads were permitted, where the railroads were providing reasonably adequate service. It is, in effect, a case of subsidizing the motor truck industry and requiring the railroads to pay a considerable part of the subsidy in the taxes they contribute to the treasuries of the various states.

Railway managements as a rule do not oppose the motor truck as a convenient and facile transportation utility. Properly systematized, co-ordinated and regulated, it should prove a valuable auxiliary to the railroads as a relief to local congestion of distribution and as a feeder to the national transportation system.

It is, however, clearly imperative that the present state of affairs should be corrected. To permit motor trucks to take the pick of freight and passenger traffic from the railroads when weather conditions are favorable, and then evade the burden at their own discretion, to exact not the slightest guarantee of schedules or service or safety to the public—in short, to allow motor traffic operated strictly as a public utility to run without regulation or restriction in competition with a railway service which is heavily shackled in every way—is opposed to the American spirit of fair play and is weakening to that railway service which the public must have at any cost.

SPEAKING OF WAGES

The subject of compensation for labor performed by hand or brain has been an engaging theme for discussion since employment first began. Philosophers, economists, political opportunists, and exponents of many cults and creeds have gone into the subject exhaustively without devising a solution satisfactory to everyone.

Wages are an important factor in the lives of a host of men and women. Forty million persons work for wages in the United States, and they receive for their labor about forty billion dollars a year, or an average of \$1,000 per person. When it is considered that many thousands of them are paid more than the average, the other side of the balance seems low. There are certain factors, however, that relieve the darker aspects of the situation.

In the innumerable small towns and villages, where living expenses are comparatively small, an annual wage of \$600 may be equivalent to as much as \$1,200 a year in a large city. There is also to be considered the fact that, particularly in the cities, where living costs are greater, there is frequently more than one wage earner in a family; often three or four members contribute to the family income. The number of families of which this is true is appreciably large. In view of these and other factors, the yearly income of the average family is estimated to be about \$1,400. This is approximately \$27 a week, or \$4.50 for each working day. The man, therefore, who is the sole supporter of a family and who receives \$4.50 a day enjoys the average compensation. If he receives more than that, he is in the preferred class of workmen.

The American wage earner is the highest paid in the world. An eloquent illustration of that statement is given in a folder issued by the American Educational Association, of Philadelphia, which, using an ounce of gold as the standard international unit of measurement, shows that, on the average:

One ounce of gold pays wages for—

Twenty hours' work in the United States,

Fifty hours' work in Great Britain,

Ninety hours' work in Japan,

One hundred hours' work in France,

Two hundred hours' work in Germany.

This favorable position of the American workman as compared with the workman's status in four other leading countries is due to various causes. The point of efficiency is to be considered, but not as the paramount factor; the workers of other countries, notably those of Germany and Japan, also have achieved a high degree of

efficiency. We have, perhaps, developed more individual initiative and pride in accomplishment than will be found elsewhere. There is less of that stolid, automatic precision which characterizes the Oriental and to a certain extent the European. The American worker, on the whole, has more nervous energy, more animation, and, of primary importance, more intelligence. In our country production has been highly developed and systematized. The perfection of labor-saving machines has raised the standards of efficiency, increased the volume of output, and enlarged the opportunities for increased compensation in practically all lines of industry and commerce.

Fundamentally, increased production at a greater rate than increase in population is primarily responsible for the high wage figure in this country. Expansion of facilities, concentration of energies, and elimination of waste of material and effort assure a reduced cost of operation, and only in proportion to the reduction of operating costs per unit is it economically possible to increase wages. This should be clear to anyone.

What, in its essential elements, does the term "wages" mean? The protagonists of a certain school of thought assert that whatever a man produces is his. Arguing adversely, another philosophy teaches that there are no individual property rights, that the earth and its fullness constitute a sort of universal trust to be equally shared by all, but not owned by any. Both hypotheses are ethically unsound.

Wages represent a reward for energy expended in producing a given effect. Energy, however, is not wholly man power. Harnessed natural forces, assembled resources, intelligence and experience, concentrated and directed, are creative power. The tool a workman uses to fashion the raw material into a finished product represents energy the same as the human energy expended by the workman in using the tool, and it is as fully entitled to its reward. The great shop with its whirring machines, the mill and factory and foundry, the mine, the railroad, the packinghouse, the store and the plowed field—these are among the tools with which men labor. These things represent money at work, as well as men at work. Men and money, combined, constitute a potent force, the highest form of harnessed energy.

Human energy unaided would be futile in a modern world. Man cannot even plow a field without tractive power and a plow. The forces represented by money and men together make production possible. They are necessary to each other. If the human element in this co-ordinate partnership

should receive a just reward for his efforts, the element represented by money also is entitled to its reward. There should be no friction or misunderstanding between partners whose interests are mutual and whose objectives are identical. The question of a just wage for both money and man forces must take both elements into consideration. There must be common understanding. As long as there is not this mutual understanding, men will say that money desires to take all the rewards and money will contend that men are striving for the lion's share. Teamwork will solve the problem satisfactorily to both.

Is money shirking its share of the burden? Let it bend its back to the load. Are men marking time on the job? Let them give an honest day's work. There must be complete co-operation between these forces for the greatest rewards—and co-operation must be based upon mutual confidence, understanding and loyalty.

SOME THOUGHTS ON "THINKING"

Some persons are merely echoes; their contribution to a discussion consists of repeating what they have heard others say. Their minds are receptive to impressions in much the same way that the wax disk of a phonograph is impressionable. They reproduce the opinions of others. Such a person might as well be a parrot for all the original thinking he does. The process of reasoning—taking a basic idea and following it to its logical conclusion—is to him an unexplored realm. There is one species of human parrot that is even careless about repeating accurately the things it has heard. It gets everything muddled and garbled in the telling. This is the worst sort of human parrot. It ought to be muzzled.

There is another type of individual whose mind might be compared to a concrete sidewalk which has been newly put down. This individual's mind is in a soft state as regards early impressions; the stray dogs, cats and children of vagrant thought gallop across it and leave ugly indentations which later solidify and become permanent. An idea once fixed remains forever. It may be an erroneous idea, but that doesn't cut any figure; it's there to stay.

These two classes of non-thinkers, the echo type and the fellow whose ideas are set in concrete, are demoralizing elements in any community. They spread discontent and disaffection. They are the true scandal-mongers, the disseminators of idle or malicious gossip; they deal in half-truths, in morbidly distorted and magnified misstatements of facts. They are happiest when planting the virulent seeds of distrust in the heart of some fellow creature. To

break down the ramparts of another man's faith and hope in Life's scheme is, to that kind of person, a fine achievement.

The railroads have suffered from the activities of these non-thinkers. Little by little, there has been built up in public opinion a tissue structure of prejudice and resentment against our national transportation system which has all the outward appearance of grim reality. Casually viewed, it seems to be a formidable and enduring fortress which may not be successfully assailed. But when one penetrates its frowning facades, armed with the two-edged sword of reason and judgment, its towering battlements melt and vanish. It is built of smoke and mist. It is a vivid mirage, a false presentment. It is like one of those colossal and magnificent settings that motion picture producers contrive for their productions; its arches and columns and massive walls are made of cardboard.

The Master of the Universe has equipped us all with minds that are admirably adapted for the purpose of thinking. It is undoubtedly His plan for us to make use of our mental equipment. One is sometimes tempted to regret that He didn't make thinking compulsory, but it doesn't seem to be that way. Man has been left to figure things out for himself, and frequently he has made a sorry mess of doing it. He even fails to profit by his mistakes.

The average man is mentally lazy. Who among us employs his mind in constructive or productive thought to as much as 10 per cent of its creative capacity? Thought is the source of limitless power. Nothing exists that is not a product of some causative thought, human or divine. Thinking pays the biggest returns on investment of anything known.

Let's all resolve to do more original thinking. When a human parrot comes squawking his threadbare twaddle in our ears, let's stop a bit and ask ourselves: "Do I need to let this person form my opinions for me, or am I capable of viewing this proposition from its various angles and deciding for myself?"

ACQUAINTANCE AND FRIENDSHIP

On page 76 of the February issue of this magazine appeared a quotation from Herbert Spencer: "There is a principle which is a bar against all information, which is proof against all argument, and which cannot fail to keep a man in everlasting ignorance. That principle is condemnation before investigation."

How frequently this is true in the relations of employe to employer! How prone

men are to gather their information in devious ways—in almost any way except that of direct questions and answers with that person or institution about whom or which they are forming an opinion.

If you sincerely desire to turn an acquaintance into friendship, common sense ought to warn you away from seeking the companionship of the enemies of the person whose friendship you seek. Even the most unprejudiced enemy is an enemy still. Likewise, if you sincerely hope to become a loyal and helpful employe of any organization, it is your plain duty to gather your information regarding the principles and the ideals of that organization from its friends or, at the least, from those entirely distinterested—best of all, from the organization itself, and certainly not from its enemies.

A railroad, in particular, has no point to gain by misleading its employes. Its affairs are public property, and any deception is discoverable, at most, in a few months or years. In a way, this is the best protection a railroad has against misrepresentation by its enemies, since the proof is of public record. The only danger can lie in the inaction of those whose duty it is to make use of the available information.

It has been well said that the false opinions of employes which lead to misunderstandings with their employers are usually attributable to the lack of real information. This condition should not be generally true in the railway field. The information is available, and the railway employe who condemns a railway management without studying it falls in the category to which Herbert Spencer refers. And, to look at it from another angle, the employe who wants to turn his acquaintance with the railroad into friendship can do nothing better than to study fairly the railway situation.

TO ADORN VICKSBURG PARK

The legislatures of seven states that have made appropriations for the Vicksburg National Park are now in session, and another appropriation by each for additional work in it has been asked, as follows: Illinois, statue of Abraham Lincoln for the state memorial; Indiana, statue of War Governor Oliver P. Morton, as the state memorial; Iowa, statue of War Governor Samuel J. Kirkwood; Massachusetts, statue of War Governor John A. Andrew; Michigan, statue of War Governor Austin Blair; Ohio, equestrian statues of Generals Sherman and McPherson, and Pennsylvania, statues of War Governor Andrew G. Curtin and Major General John G. Parke.

PUBLIC OPINION

What the



World Thinks

COST OF GOVERNMENT OWNERSHIP

The final and conclusive answer to those who would have the government take over the ownership of our railroads would seem to be found in the tabulation of a report just completed, showing that the loss to the government from its twenty-six months of experimentation in governmental operation will be approximately \$1,800,000,000.

Shortly before the war there was a constant and growing demand on the part of shippers, politicians and the public generally that the railroads be forced to accept lower transportation rates. This demand was based on the misconception that the profits of the railroads generally were excessive. Then the government took over the railroads.

Gross business increased enormously, and the government was offered the greatest volume of business ever carried by American railroads. Certainly, any failing on the part of the government cannot be attributed to a lack of business. The government promptly increased rates to the highest point in the history of American railroading and advanced them again and again.

The power of the government in the situation was unlimited. Unlike the private railway operator, the government was in position to induce the Interstate Commerce Commission to grant any rate desired and could exercise a greater degree of control over operating expenses than is possible to the private manager. Yet, in slightly more than two years, the government incurred a deficit of nearly \$2,000,000,000.

This deficit must necessarily be a direct burden on the taxpayers of the country, and it would seem to suggest that, in any phase of experimentation in government ownership and operation, the taxpayers would be expected to carry a similar burden. This should constitute the ultimate argument against government operation of railroads.

If other evidence is desired to refute the claims of those who advocate state socialism, it may be found in the experience of our neighbors in the operation of state railroads. The Italian state railroads for the last year report a deficit of more than one billion lire. The government anticipates little, if any, reduction in this deficit for the current year.

Half of last year's deficit was occasioned by wage increases, which have amounted to

700 per cent since pre-war times. Italian finances, now in chaos, would be comparatively sound, were it not for this continuous tax of railway operating deficits.

The state expropriated the railroads in 1905, at which time there were 130,000 employees on 8,125 miles of railroad. Since that time there have been added but 1,200 miles of road; yet the payroll shows 225,000 employees. Politics was interwoven into the whole structure of railway management previous to the rise of the Fascisti movement. Since that time considerable improvement has been achieved; yet the Mussolini government concedes that there is no security for Italian finance until the railroads are turned over to private ownership, and that will be done as soon as possible.—*Chicago Journal of Commerce.*

IMPROVING RAILWAY FACILITIES

The railroad companies are engaged in the expenditure of large sums in the purchase of new facilities. For example, President Markham, of the Illinois Central, announces that his system plans to expend \$45,500,000 during the current year—\$18,500,000 for equipment and the balance for roadway improvement. Noting these expenditures, the critics of railway management cite them as proof that the companies are not in such desperate financial condition as they have been trying to make out. During the acute car shortage of last fall, when the roads were saying that the shortage was due to the fact that they were not permitted to earn enough money to keep pace with equipment demands, railway management was again severely criticized. Thus the railroads were criticized for not having necessary facilities to handle the country's transportation, and now they are criticized when they undertake to supply those facilities. There would seem to be no chance for railway management to escape criticism and reproof.

Notwithstanding, railway management is to be credited with earnest effort to improve its facilities, to the end that the country shall not this year suffer another acute car shortage. The Illinois Central is but one of a number of the larger systems that have given large orders for new equipment or that already have acquired new facilities. The Class I roads, or some of them, made some money last year. The amount was not large. While a portion of these

earnings may have been set aside for the extension of facilities, the purchases that are being made are more a manifestation of confidence in the future than proof of a full treasury. "With railway conditions as they have been for several years past," says President Markham, "such expenditures . . . require an abiding faith on the part of the management in the fairness of the American public. If it were not for that faith, the management could not justify these expenditures."

The railroad managers are to be credited with optimism and courage in proceeding with their plans for enlargement of facilities, involving huge expenditures of capital, in the face of the demands that are being made for further regulatory measures. Perhaps they are encouraged by the prospect of the breathing spell that is promised by the approaching adjournment of Congress on March 4. If the country can escape an extra session, which it now hopes, and with a better business year in prospect than last, there will be a chance for the railroads to make a better showing on earnings than for some years past.

To all this the farmer critic will say that his problem still remains unsolved. Improved service will solve that problem in part, but not wholly. He still is firm in his conviction that transportation rates on the commodities he has to market are too high and that before agricultural prosperity can be restored there must be a readjustment. A rate that will allow the farmer to market his products at a reasonable profit is quite as essential as the facilities to get that product to market. The fact that the railroads are finding a way to solve the problem of facilities lends hope that a solution of the problem of transportation rates fair to both the shipper and the carrier also may be found.—*Sioux City (Iowa) Journal*.

FALSE WITNESS AGAINST RAILROADS

Railway presidents are usually prudent in what they say about attacks by congressmen. Congress has the power of punishment. Yet misrepresentation of the railroads has gone to such lengths that the railroads are taking courage and are talking back. Mr. Felton is chairman of the Western railroads' committee on public relations. He is president of the Chicago Great Western Railroad and is as responsible for his statements as are senatorial critics whom he charges with "baseless and reckless" statements made with intention to mislead public opinion.

It is a "base and unsupported calumny" by Senator Brookhart that farmers are unable to ship their produce because rates are

so high. Service is deficient in the sense that it falls below farmers' demands, but it also is greater in quantity than in preceding years. The railroads have every motive to enlarge their earnings, and are making every effort to do so. Millions have been wasted in discovering valuations of railroads as a basis of rates, but the facts disclosed are rejected by those who laid down the basis of valuation. Mr. Felton describes this as "false and malicious propaganda" against private ownership of railroads. It will be interesting to note what the senatorial reaction will be to criticism so personal, and supported so thoroughly by the record.

The incident does not stand alone. Previously Mr. Felton had made similar remarks regarding Senator Shipstead's "mis-statements and misrepresentations." He, too, rejected valuations reported by the Interstate Commerce Commission, because they did not show water in railway capitalization, and added that farmers' proceeds for shipment of sheep do not cover freight costs. Mr. Felton quoted prices and rates for sheep in various markets, showing that farmers realized from ten to fifty times the freight rate. The rate is so small a part of the price that it is impossible that the rate could alone cause the farmers' losses. Both farmers and railroads have losses, but that is no more the fault of the railroads than of the farmers.

The president of the Atchison railroad, with equal directness, challenges the truth of the statements made regarding excessive maintenance charges of the railroads. *Cap-per's Weekly* has been free with reports of the senator's remarks about excess profits of the railroads. But editions later than the report of the Interstate Commerce Commission contain no verifications of these charges. The railroads cannot conduct their campaign for solvency and service through the *Congressional Record*, but the public is entitled to both sides of the question. The points now raised are not of opinion or policy, but of veracity—questions that can be settled by easily ascertainable facts.—*New York Times*.

DR. CRANE ON RAILROAD BAITING

In a short and trenchant article on railroads which appears on this page today Dr. Frank Crane gives a rather original explanation of the constant agitation against and assaults upon the railway business of the country.

Here, he truly says, is a business by far the most important in the United States from every consideration of national prosperity—since the railroad is every man's partner—and yet railing at the railroads

is the most popular of the activities of demagogues and destructive pseudo-progressives. Here is a business representing an investment of about \$20,000,000,000 which in two active years has managed to make only 3.47 per cent profit annually, and which is actually prohibited by law from earning more than 5.75 per cent. It is an industry that ought to be the most stable in the country but in fact is so far from being even fairly safe that investors hesitate to put their savings into railway securities.

What, then, is the matter with the railway business? Doctor Crane answers that it has run up against the "inferiority complex" of small-bore politicians and shallow agitators; its very size and importance cause it to be hated and attacked in and out of season; its earning power has been pounded down, and threats of further restriction and interference make it difficult to market new stocks or bonds in amounts sufficient to provide the necessary expansion and improvement of transportation facilities.

There is an insistent demand for reductions of freight rates, yet, as Senator Borah pointed out recently, more than half the earnings of some of the railroads was appropriated by the government last year in the form of taxes. To overtax railroads is to put an additional tax on the producers and the shippers of the country.

It is high time the short-sighted and irrational anti-railroad policies were reversed and a square deal given the country's transportation business, in order that the public itself may have a square deal. When lawmakers cripple the railroads in their essential function of carrying the people's products to market they cripple agriculture and every other industry.—*Chicago Daily News.*

SALARIES

One may arrive at almost any conclusion he desires with reference to the salaries paid officials of the Standard Oil Company. The presidents of two Standard Oil corporations receive salaries of \$125,000 each. The senate committee making the investigation was astonished at the size and the number of large salaries paid to Standard Oil officials. A government employe would probably look upon a salary of \$125,000 as exorbitant and outside the realm of reason. As compared with the salaries paid to public officials, the salaries of the Standard Oil presidents are large and apparently excessive.

The president of the United States, with various forms of appropriations intended to augment his salary, receives \$100,000 a year. Cabinet members are paid \$12,000 a year. A United States senator is on the

same salary basis as a member of the house and receives \$7,500 a year.

But going outside official circles and comparing the salaries of the Standard Oil president with salaries paid by other enterprises, they do not appear so large. Will Hays is paid considerably more, and Judge Landis almost as much as the president of the Standard Oil Company. Jackie Coogan gets a retainer four times as large as the salary paid to the president of the Standard Oil Company, with a contract assuring him of 40 per cent of the net profits. Mr. Teagle is every bit as capable as Mr. Coogan, but he would not be worth nearly so much to the producer of motion pictures.

Salaries in the final analysis are generally based upon the prosperity of the institution paying them, resulting often in a large variation in pay between two persons of practically the same capacity. The Standard Oil Company is a tremendously successful concern, and it is not so surprising that its president receives \$125,000 a year as it is that he does not receive more.—*Memphis (Tenn.) News Scimitar.*

MUSSOLINI'S PLANS

When the Mussolini ministry was being formed, and the premier announced his intention of dispensing with parliament and exercising dictatorial powers, many observers wondered just what use the courageous premier would make of those powers and how long he would continue to command the united support of his countrymen.

It is obviously easier to criticize than to build. Mussolini vehemently attacked the old-school politicians and expressed contempt for ordinary party struggles. But what measures had he in mind for the benefit of the country as a whole?

Developments have largely furnished an answer to this natural question. Mussolini has announced a drastic program of retrenchment and economy. Job holders have been dismissed by the thousand. Departments have been ordered to cut down expenditures. Certain changes in the tariff law have been made to encourage imports and thus increase the revenue. New tax measures have been tentatively proposed in order to equalize burdens and abolish unfair exemptions. The way to improve Italian finances, according to Mussolini, is to economize in every direction and put idlers and parasites to work.

But in addition to these measures Mussolini has announced the bolder policy of returning the railroads of Italy to private ownership as soon as may be. For years the railroads have been a liability, not an asset, to the government. They have in-

curred heavy deficits. The employes struck as often as they liked, and there has been great waste of coal and other materials. The service has been bad. All this, says Mussolini, must be stopped and stopped quickly. The railroads must be sufficiently rehabilitated to induce private enterprise to take them over on fair terms. Here is a situation to which the attention of advocates of government ownership of American railroads is earnestly invited.

It is hardly necessary to say that the discharge of thousands of useless officials and state employes tends to increase unemployment. This is why Mussolini would like to be able to send to the United States more than twice the number of emigrants that are admitted under the present quota law. Failing this remedy, he turns to South America and the Italian colonies to find opportunities for Italy's surplus population.

Whether Mussolini and his associates ultimately fail or succeed, they have tackled their difficult and manifold tasks with courage and intelligence. They pander to no class, and seek the benefit of all, even though some of their measures may result in temporary hardships.—*Chicago Daily News*.

RISE OF AVERAGE WAGES

In Palestine in the time of Christ the wage of a laborer was a penny (2 cents) a day, and in the days of Rome's splendor it was little more. Wages rose slowly through the Middle Ages, and especially after the prevalence of the Black Death, which decimated the population. Until about 1790 the English laborers were paid 10 shillings a week—\$2.50. In 1800 wages had risen to 14 shillings a week, and by 1900 to 27 shillings 6 pence. In the century of 1800-1900 wages doubled, and in the decade of 1910-1920 they increased more than two and one-half times.

There is no accurate record of American wage rates, although we find in fugitive records that they fluctuated widely. In 1840-1850 skilled mechanics received from 50 to 67½ cents a day, and from 1860 to 1870, the Civil War period, scarcity of labor caused an advance to more than \$1 a day. The increase in average wages during 1910-1920, compared with 1840-1850, was 116 per cent.—*Pittsburgh (Pa.) Labor World*.

COMPULSORY ARBITRATION

In Australia they have had compulsory arbitration of labor disputes for some years, and the results have been such that a movement is on to get rid of it. An industrial disputes bill has reached the second reading in the South Australian Parliament, and it is claimed by its sponsors that, if

passed, it will prepare the way for the abolition of the Federal Arbitration Court.

The measure is hotly opposed. By employers? No, by labor! The prime minister, in defense of the bill, explains the situation thus: He says Australia is drifting into industrial chaos and is the home of strikes, of which there are more than in any other country in proportion to the population. He says not only is the machinery of the law intolerably slow and cumbersome but that it works only against employers and breeds bitter strife and class hatred.

Mr. Gunn, laborite and leader of the opposition, declares that if the bill were passed it would deprive the workers of means to maintain a proper standard of living, and he threatens to assist in the organization of "direct action." The arbitration act, he asserts, has lifted the standard of living in Australia above that of the rest of the world and the object of its abolition is to subject the workers to the dictates of the "bosses."

Thus we have an interesting contrast. In Australia organized labor demands the retention of compulsion. In the United States the slightest suggestion on behalf of compulsory arbitration, even in essential industry, is greeted by denunciation as passionate as the arguments on its behalf in Australia. Mr. Gompers thunders that it means "involuntary servitude," while Mr. Gunn in Australia thunders that its abolition means submitting labor to the dictation of the "bosses."

What seems clear to the man up a tree is that compulsory arbitration is loaded. It hasn't brought peace in Australia. We doubt it would bring peace in America. If, in spite of Mr. Gompers, it should work against employers, and not against labor, it would lose its sinister character as an engine of slavery and become sanctified to the uses of humanity in the eyes of labor—until its effects began to tell on industry, as they would in due time.

We do not think compulsion is the way to diminish wasteful industrial warfare, though it may be necessary to penalize strikes in certain essential public services to prevent public disaster. But industrial peace must be sought on more constructive lines—by perfecting methods of conciliation, by meeting the legitimate needs of the worker and his dependents, by making participation in ownership easier and more attractive. Improvement in the relations of employer and employe is a process of gradual evolution and will bring peace gradually. The resort to strikes and lockouts cannot be abolished by force, though force must sometimes be used in defense of public peace. Australian conditions do not invite our imitation.—*Chicago Tribune*.

Radio Department

How to Make and Set Up Home Radio Set

TECHNICAL TERMS

AERIAL: A term used interchangeably with "antenna" to designate the wire from which electrical energy is radiated into the ether and also the wire by which the radiated energy is received.

ALTERNATING CURRENT: A current which flows not like water in a pipe in one direction but first in one direction and then in the opposite. A single alternation is called a "cycle."

AMPLIFIER: A term used to designate the means of amplifying the electrical effect detected. The means may be either a vacuum tube (q. v.) or an amplifying unit.

AMPLITUDE: Every wave grows from zero to a maximum value at its crest. The maximum value is the amplitude and is ascertained by measuring the height of the wave crest.

ANTENNA: See aerial.

AUDIO FREQUENCY: Vibrations may or may not be audible to the human ear. When they are audible, they have audio frequency. Frequencies below 10,000 cycles per second are regarded as audio frequencies. See also "radio frequencies."

AUDION: A trade name given to one form of vacuum valve. See vacuum tube.

BROADCASTING: The sending of either telegraph or telephone communications through the ether, so that they may be received by a number of stations simultaneously.

CAPACITY: A term used chiefly in connection with condensers. A condenser stores up electricity, the amount of which depends upon its capacity. Capacities are measured in farads. Since the farad is much too large for practical radio use, the unit generally employed is the micro-farad (m. f. d.) or one millionth of a farad.

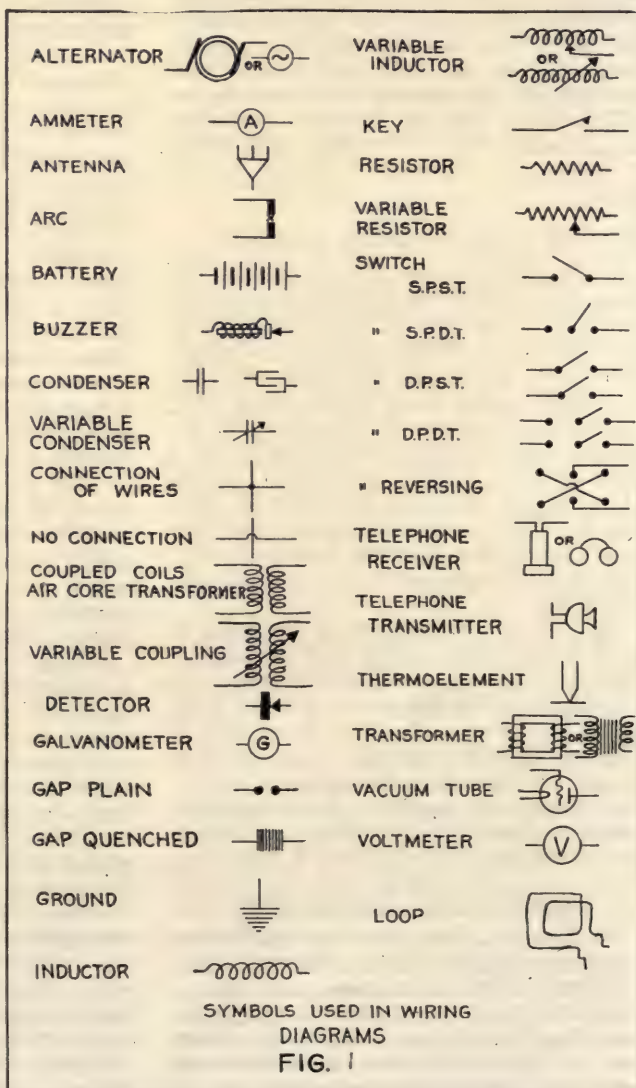
CASCADE AMPLIFICATION: One vacuum valve may be added to another, so that the second amplifies the effect magnified by the first, and the third that magnified by the second, and so on. The vacuum valves are said to be arranged in cascade.

CHOKE-COIL: A coil wound to have great self-induction. The resulting choking action is called impedance.

CLOSE COUPLING: When mutual inductance is caused by mounting the primary and the secondary

Your Chance, Radio Fans!

In response to many requests made recently, the *Illinois Central Magazine* herewith offers its readers the first installment of a radio department. Questions about radio will be answered by the conductor of this department. Address, RADIO EDITOR, *Illinois Central Magazine*, 818 Central Station, Chicago.



of a tuning coil very close together, the arrangement is said to be "close coupled."

CONDENSER: See also "capacity." The condenser stores up electricity. It discharges the full charge at once and under high tension: It consists usually of alternate layers of a conductor and non-conductor (Dielectric). A condenser is used in radio for collecting energy and for putting circuits into resonance so as to tune them.

CONTINUOUS WAVE: A continuous wave is a wave in the ether which has a constant amplitude. It is an undamped wave and therefore travels far.

CRYSTAL DETECTOR: A detector in which a rectifying crystal is used to receive electrical effects in such a manner that they can be heard in a telephone receiver.

DETECTOR: Any device which transforms the electrical vibrations set up in the receiving antenna into visible or audible vibrations.

DIRECT CURRENT: An electric current flowing constantly in one direction.

ELECTRON: The elementary corpuscle of electricity. Electrons are always negative.

E. M. F.: Abbreviation for electro-motive force. The unit of e.m.f. is the volt.

ETHER: A medium which is supposed to pervade all space and to serve as the means of transmitting the wave motion of radiant energy.

FLAT-TOP AERIAL: An aerial which has suspended wires stretched parallel to the earth.

FREQUENCY. The number of oscillations per second.

GRID LEAK: A very high, non-inductive resistance connected across the grid condenser or between the grid and the filament of a vacuum valve to permit excessive electrical charges to leak off to an

external source, thus assuring stable control under all operating conditions.

GROUND: A term used to designate any connection to earth, river or sea.

HARMONICS: Every tone is composed of a fundamental and overtones or "harmonics." Harmonics differ in length and frequency from the fundamental. At times radio operators will hear the harmonics of high-power long-wave stations, while their tuners are set for shorter waves.

HENRY: The unit of inductance.

HERTZIAN WAVES: Electromagnetic waves in the ether named after their discoverer.

HOT-WIRE AMMETER: An instrument used in radio transmission to measure amperes by means of a wire expanding in proportion to the heat generated by a current.

IMPEDANCE: The resistance offered by a wire to a current on account of the back electromotive force, irrespective of the ohmage resistance.

INDUCTANCE: Inductance is the name given to the phenomenon of transferring a current from an electrified to an unelectrified conducting body without actual contact.

KILOWATT: One thousand watts.

LOOP ANTENNA: A small frame around which the antenna wire is wrapped. The frame is mounted so that it can be turned in all directions.

LOUD SPEAKER: A device for magnifying received signals so that they can be heard without the aid of ear-pieces.

RADIO FREQUENCY: Frequencies corresponding with vibrations beyond audibility. All frequencies above 10,000 cycles per second are termed radio frequencies. See Audio Frequency.

RECTIFIER: A device which suppresses one of the pulses of alternating current, so that the resultant

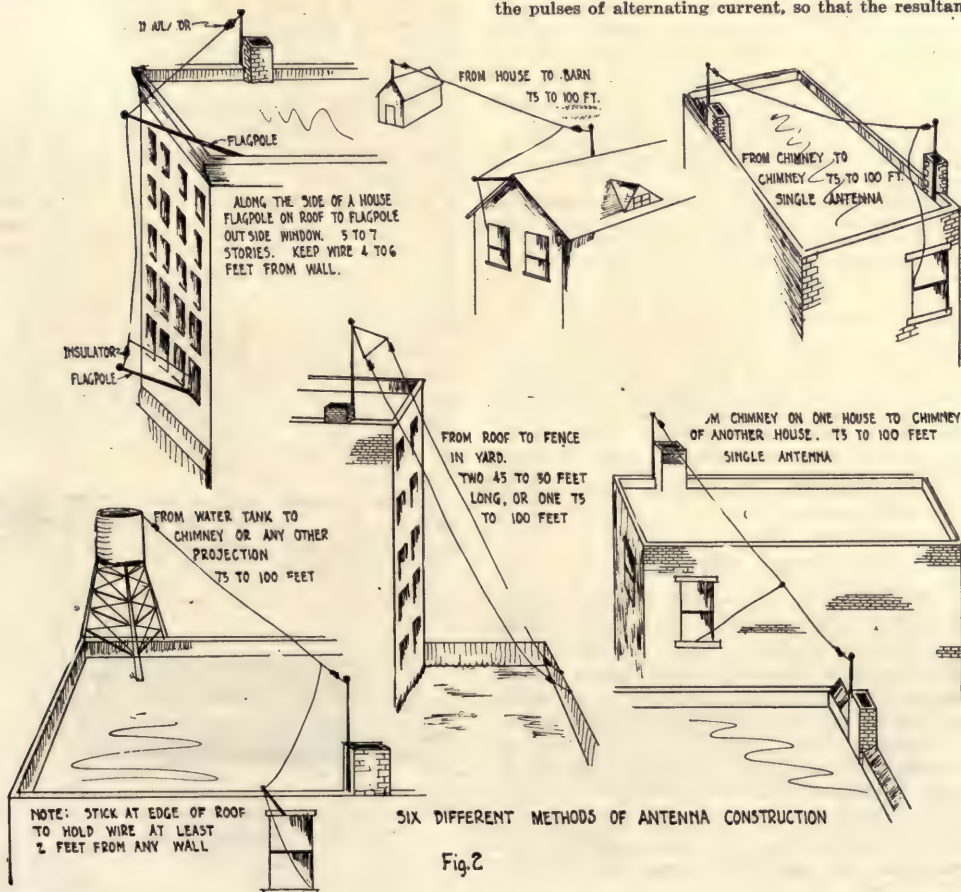


Fig.2

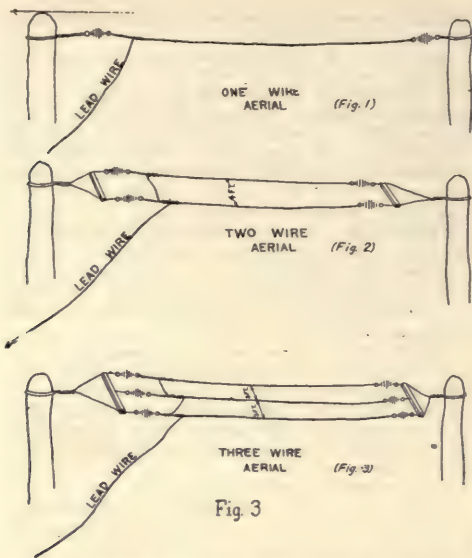


Fig 3

current consists of a series of spurts in one direction.

REGENERATIVE CIRCUIT: A radio circuit comprising a vacuum tube so connected that the signal, after being detected and introduced into the plate circuit, is led back to or caused to react upon the grid circuit. Thus the original energy of the signal received by the grid is increased and the response is greatly amplified.

RESISTANCE: Opposition to the flow of current.
RESONANCE: Resonance exists in a given circuit when its natural frequency has the same value as the frequency of the current introduced in it.

SELECTIVITY: The ability of selecting any wave length to the exclusion of other wave lengths.

STATIC: Natural electrical discharges in the atmosphere which are heard in the receiving apparatus.

TRANSFORMER: Any device for transferring electrical energy from one state to another. Thus we have power transformers, amplifying transformers, telephone transformers, tuning transformers, etc.

TUNING: The selection of a particular wave length. This is done by altering capacity or induction.

VACUUM TUBE: Sometimes called electron tube or thermionic valve. A modified electric incandescent lamp of the vacuum type, which is supplied with the usual filament and with a plate and grid between the plate and the filament. The tube can act as a generator of waves, an amplifier and a detector.

WAVE LENGTH: The distance from crest to crest of two waves.

THE AERIAL

The first step to consider in the installation of a radio receiving set is the location and type of aerial to use. The aerial, or antenna, of a receiving station plays a very important part in the results we are likely to obtain with a given type of receiving set.

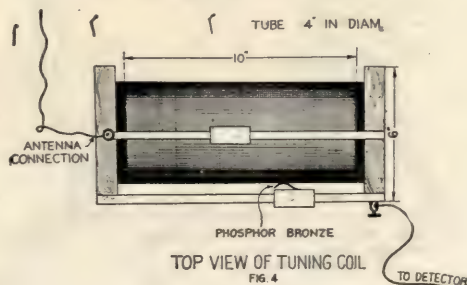
The types of antennae now in use may be divided into two general classes—the “outside” type and the “inside” type. In the outside type are included the flat top “L” and “T” types, the cage type, and the counterpoise. In the inside type are included

the loop type aerial and the different devices, such as the antella socket, which make use of existing electric light wires to form the antenna circuit. The outside, flat top, “L” or “T” type of antenna is generally considered to work most efficiently in connection with the ordinary type of receiving set, and for this reason we will confine ourselves to a description of this type of antenna in this article. The other types will be covered in later articles in this series.

The ideal location for an aerial is a low, bare hill, as far as possible from other tall objects, such as trees, chimneys, telephone or power wires or tall buildings. But these perfect conditions are seldom, if ever, encountered at the particular place at which you are obliged to erect the aerial. In this article, therefore, we will assume that the site of your proposed antenna is the only kind that most often may be taken advantage of—the roof.

Two convenient objects to which you can attach the supporting poles are a chimney and the end wall of the building. Support these poles with guy wires or wooden braces fastened to the coping of the roof or to the roof top itself. If the distance between two posts is less than 100 feet, you should arrange to stretch two wires fifty or sixty feet long as shown in Figure 2. If the distance is more than 100 feet, you can use one single wire as shown in Figure 1. Each wire should be insulated at each end as shown. Any size wire will answer the purpose, either bare or insulated, copper, iron or steel. Good results are obtained from a single strand of No. 14 bare copper wire 100 to 125 feet long. The lead-in wire should be the same size as the antenna wire and insulated. Its length should not exceed seventy-five feet. It may be a continuation of the antenna wire or spliced to it. If a splice is made, it should be soldered. In using the “L” type of aerial the lead-in wire drops off the antenna wire on the end near the strain insulator. In the “T” type the drop is made from the center of the antenna wire or wires.

Some persons prefer the 3-wire aerial (Figure 3). The strands should be placed three feet apart. It is made the same as



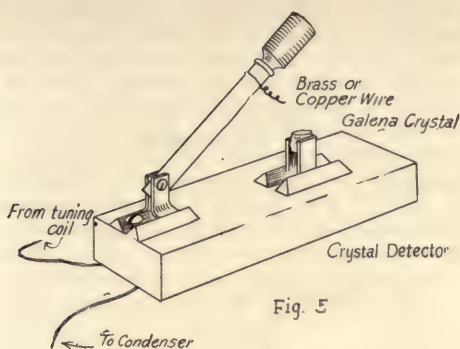


Fig. 5

the 2-wire aerial, only one more strand of wire is added. The length of each strand should be forty or fifty feet. Almost any arrangement of the wires will give satisfaction, but the essential point to consider is that they must be as completely separated from surrounding objects as possible, particularly power lines, telephone lines and tin roofs. Do not parallel power wires. Cross them at right angles if possible and as high over them as you can get.

The lead-in wire should not touch any surrounding object and should run as directly as possible to the lightning arrester. A porcelain tube should be used where the wire enters the house and the wire passed through it. The lightning arrester, which can be any one of the standard makes now on the market, should have a wire leading from its ground connection to the ground. This ground should be separate from the ground used in connection with your receiving set.

In the construction of the aerial you will need the following material, which can be purchased at any radio or electrical store for about \$1.50: 200 feet of No. 14 bare copper wire; four strain insulators; one porcelain tube; one lightning arrester; one ground connection clamp.

When constructing the aerial a few simple points to remember are as follows:

- If possible, use a single wire only, at least 125 feet long.
- The length of the lead-in wire should not exceed seventy-five feet.
- Run the wire in the form of an inverted "L."
- The aerial wire should be at least thirty feet above the ground. A tin roof is considered a ground.
- The higher the receiving antenna, the stronger the signal.
- Keep the antenna wire as far away as you can as high as you can. If one end can be made higher than the other, go ahead and do it.
- Insulate the antenna well at all points where you support it.
- Make the total length of your wire from the radio set to the far end not more than 200 feet or less than 160 feet.
- Keep the antenna wire as far away as you can from tin roofs, grounded wires, gutters and the like. In any case be sure to have the antenna higher than these.

j. Run the antenna at right angles to any power wires, and as near as you can at right angles to the telephone wires. If you have to choose between the two, pay more attention to the power wires.

k. Use a separate ground for your antenna.

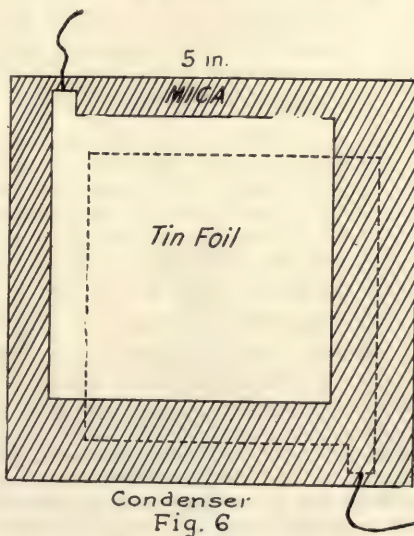
Now that we have erected the aerial, we will proceed to construct the receiving set, the first step of which is to make the tuning coil.

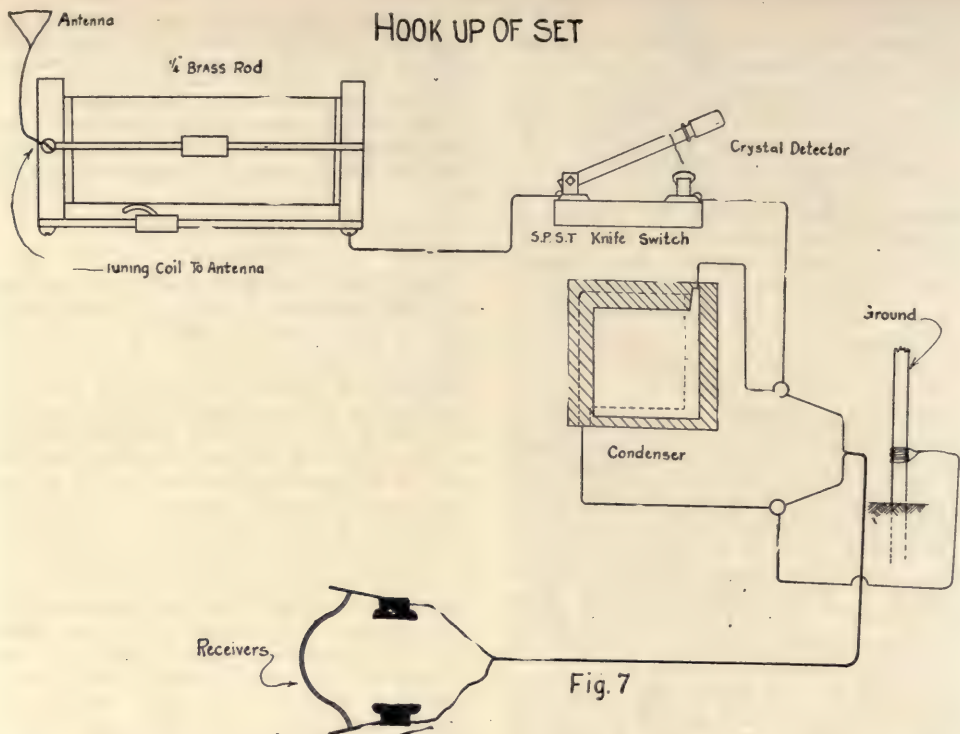
THE TUNING COIL

(Figure 4)

The object of the tuning coil is to provide a simple means for bringing in desired signals at their greatest intensity and eliminating undesired signals. Every radio transmitting station operates on what is known as a "wave length." The object of the tuning coil is to alter the wave length of the receiving station in order that it may be of the same character as that of the transmitting station; this operation is called "tuning." The method we are now considering is the simplest form of tuning known. To construct the tuning coil shown in Figure 4 you will need the following material: One cardboard or wooden cylinder four inches in diameter and ten inches long; two wooden end pieces six inches square, one-fourth to one-half inch thick; two square brass rods, one-fourth inch square and eleven inches long; two brass sliders equipped with phosphor bronze contact strips; two binding posts; one-fourth pound No. 22 cotton-covered or enameled copper wire.

The cylinder should first be given a coat of shellac and dried. Then place the wooden end pieces on each end and wind the coil with one layer of the copper wire. Drill holes one-fourth inch from each end of the brass rods, place the sliders on the rods, and place one rod on the top of the





coil and the other on the side, as shown in the diagram. Fasten the lead-in wire from the aerial to a binding post in the top of the coil (see diagram) and the wire from the detector to the other binding post.

THE CRYSTAL DETECTOR

The detector (Figure 5) can be made from a simple single throw knife-switch, which can be purchased for about 30 cents. Pry the jaws of the switch apart and place between them a piece of tested galena or silicon crystal. A small piece of wire is soldered to the blade of the switch in the form of a spiral that will touch the crystal at a sensitive spot.

THE CONDENSER

The condenser (Figure 6) can be made from three pieces of mica five inches square and two pieces of tinfoil four inches square. The tinfoil is placed between the squares of mica, with a small strip extending on each side to enable connections to be made. The mica can be held in place with shellac.

THE RECEIVERS

The receivers can be purchased at any radio store for \$4 or \$5. They should be a double-phone head set and should have a resistance of between 1,500 and 3,000 ohms. The receivers will cost more than all the other parts of the set combined, but it is desirable to get them, especially if one intends to improve his set later on and wishes

to hear music or messages from a considerable distance away.

THE HOOK-UP

The aerial connects with one slider of the tuning coil while the other slider is connected with the detector. The detector leads to the head-phones, and the condenser is shunted between the head-phones. One terminal of the head-phones leads to the ground.

The receiving set made as described above will enable one to hear the messages sent from medium power transmitting stations within an area of about twenty miles and to hear high-power stations within fifty miles, provided the wave lengths used by these stations are between 200 and 600 meters. Much greater distances are often covered, especially at night.

Heard Mr. Markham Quoted on Radio

We are willing to say, with Doctor Coué, that "day by day in every way things are getting better and better," since seated around our home fireside we had the pleasure of "listening in," per radio, on an address made by W. B. Storey, president of the Santa Fe Railroad, before the Chamber of Commerce of Kansas City at its annual banquet on the evening of February 8.

Mr. Storey, the first speaker on the program, made a very interesting address on railroads. We remember, among the things

he said, that for the last several years there had been entirely too many doctors treating the sick railroads, each one having a new and better remedy for the patient, and by the time the World War came on the roads were hardly able to function, resulting in government control. Of course, government control convinced the people that they wanted private ownership ever after.

The next point of interest in Mr. Storey's address was that the *only railway president he quoted was our Mr. C. H. Markham*, using various statistics given by him as authority.

To say the least, one felt pride in being an employe of the great Illinois Central System, and also felt grateful for the means at hand which gave one the opportunity of listening in on Mr. Storey's address.

If some other radio fan heard any of this address, please communicate it to the editor of the *Illinois Central Magazine*, and let us see how many heard the Illinois Central System advertised in Kansas City.—MRS. W. E. STOVALL, *correspondent at Helena, Ark.*

Broadcasts Violin Music

Miss Annie Dixon of Memphis, Tenn., who is winning high praises for her artistic talent on the violin, recently took part in a radio broadcasting concert held by the *Memphis Commercial Appeal*. Miss Dixon is a member of the Illinois Central System family, since she is employed in the office of the master mechanic at Memphis.

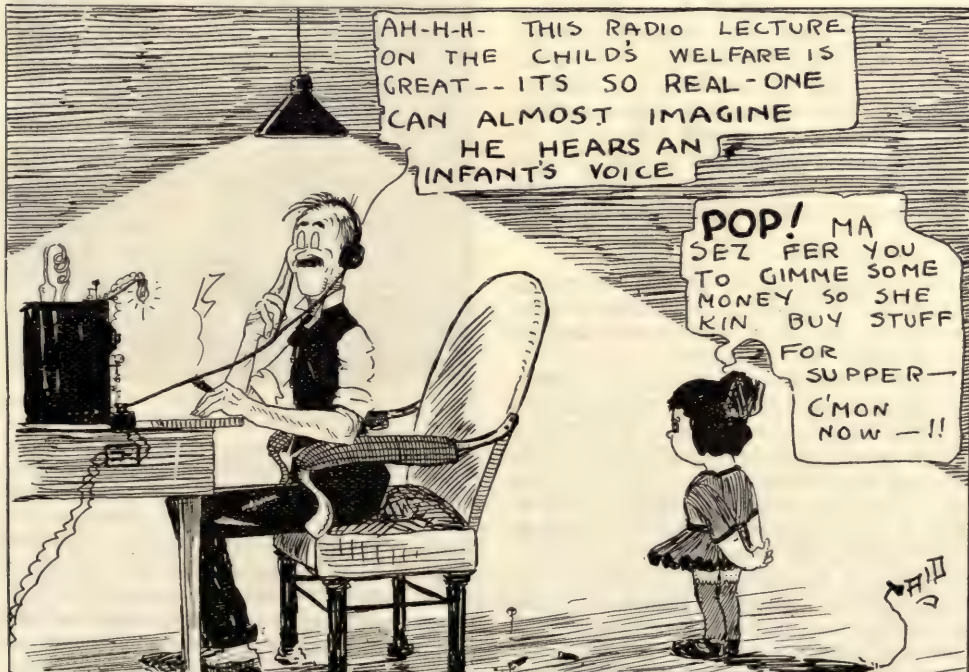
The radio concert was given on the even-



Miss Annie Dixon

ing of January 30. Miss Dixon played three numbers: "Legende," by Wieniawski; "Mazurka de Concert," by Musin; "Andante," from Mendelssohn's Concerto. Piano accompaniments were played by Mrs. Nell Murphy.

The following tribute to Miss Dixon's



artistry appeared in the *Commercial Appeal* the morning after the concert:

"To say that Miss Dixon's violin solos were the acme of perfection would be but to relate something that everyone who has heard her play knows without being told. She has often played for local radio concerts, but on no previous occasion has her contribution been more thoroughly enjoyed than last night."

On Hallowe'en night, last year, Miss Dixon played for the broadcasting station of the *Memphis Press*, and that concert was another which attracted much attention. The appreciation of listeners-in was attested by numerous telephone requests, some of them by long distance, asking the talented young artist to play certain favorite selections or to repeat numbers already rendered.

Miss Dixon has had a number of offers to

take up public concert work on the stage and in the musical entertainment field, but she has refused because of her desire to remain at home with her parents, as she is an only child. Miss Dixon is popular in Memphis society, and her personal charm and musical gifts are much appreciated. She gives freely of her time and talent to local musical affairs and is always glad to play when a concert is given for some worthy cause in or near the city. As a violinist of exquisite charm and brilliance of technique, music-lovers say that she easily interprets difficult compositions, such as Hauser's "Hungarian Rhapsody" and similar selections, with the finished skill of a professional.

Miss Dixon entered the employ of the Illinois Central June 1, 1917, in a clerical capacity and has been in continuous service in the master mechanic's office ever since.

Former Commercial Agent at Cairo Dies

Joseph Warren Wenger, retired commercial agent at Cairo, Ill., was born at Lacon, Ill., September 28, 1851, and passed away at Cairo December 27, 1922. His early education was received in the public schools, ending with a course in a commercial college.

At the age of 20 he entered the service of the Illinois Central at Gilman, Ill., as clerk in the freight office. With the exception of three or four years between 1871 and 1879 he was an employe of the Illinois Central until retired in 1919, thus devoting his life's work to the interest of the company which he served. He went to Cairo in 1879 as clerk in the freight office; in 1882 he was made chief clerk in the superintendent's office, and in 1887 he was appointed commercial agent, in which position he was identified with many important activities of the Illinois Central at Cairo and vicinity.

At the opening of the great Illinois Central bridge at Cairo, in 1889, Mr. Wenger was among the local officials representing the company.

After his retirement, he and Mrs. Wenger spent several months in Chicago, later going to Florida for a year. With failing health he returned to the city he loved in time to die among his old friends. For more than forty years Mr. Wenger had resided in Cairo, a useful, beloved and honored citizen. He was a devoted husband and father, a loyal churchman, a Mason and Shriner of high standing, giving unwearied service in every position he occupied.

Funeral services, in charge of the rector, Dr. H. P. Hames, were held in the Church



Joseph W. Wenger

of the Redeemer on Friday, December 29—by a comforting coincidence, St. John's Day, one dear to the heart of all Masons. The body was borne from under the Christmas Star of Hope by the hands of loving friends, to its last resting place, attended by a Templar escort, all past commanders of the Cairo Commandery, acting as guard of honor.

Maintenance
of Way
Department

Material Means Money

Save It

Motor Car Oil

He who finds one drop plenty
Makes willful waste by using twenty.
—Poor Richard III.

A gallon of oil is equal to nearly 30,000 drops one quarter of an inch in diameter. As an occasional drop of oil is usually sufficient to lubricate properly the bearings on a motor car, a gallon of oil will go a long way if used properly. If four out of every six barrels of oil received at a storehouse were wasted or destroyed the storekeeper would be considered wasteful and incompetent, to say the least; and yet the waste is in exactly the same proportion as when six drops of oil are used where only two are required.

The oils used in the lubrication of motor car engines are among the highest priced oils, and economy should be practiced in their use. It is, of course, essential that sufficient oil be used to prevent damage to the engine and bearings, but an excessive amount does more harm than good.

During 1922 the Illinois Central System used 17,241 gallons of lubricating oil at a cost of \$9,398.17 for motor cars alone.

A common method of lubricating engines on motor cars is by mixing the lubricating oil with the gasoline as used. About 75 per cent of the motor car engines in use on the Illinois Central System are lubricated in this manner. Proper lubrication by this method calls for a mixture of one pint of oil to five gallons of gasoline. The average section motor car should make about twenty miles to the gallon of gasoline. Therefore, a gallon of lubricating oil properly used will run the engine about 800 miles. On this basis, the oil purchased during 1922 was sufficient for 13,792,800 motor car miles.

Using care to obtain the correct mixture of gasoline and lubricating oil will not only save oil but will prevent many cases of engine trouble due to dirty spark plugs and carbon formation. Oil is often wasted in emptying barrels or containers, through leaving a quantity of oil in the container.

*Oil is used or wasted
drop by drop.*



Several gallons of oil may be left in a barrel if care is not used in emptying it, particularly in cold weather, when the oil does not flow freely.

Oil is also wasted in filling cans and oil cups by overflowing them and by carelessly placing cans where they may be overturned or damaged. Keeping an excess quantity of oil on hand invites waste through damage to containers and the use of expensive oil where cheaper oil would answer the purpose.

The cost of gasoline engine oil is more than twice that of black oil, and it should never be used where black oil will answer.

It is true that the individual waste of motor car oil is small, but there are more than 1,600 motor cars in service on the system. There are many small wastes, and in the aggregate they represent a large item of expense. A saving of only a pint a month on each car would amount to fifty barrels a year.

Any fool can quit the job when things go wrong, but the man who has the right sort of stuff in him masters the obstacles that made him want to quit, and when he has done this he no longer wants to quit.—*The Watchman.*



More Service Than We Realize

THE *New Orleans (La.) States* conducts a department called "What Did You See Today?" Azalee Daniel, 509 West Railroad Avenue, Hammond, La., recently won \$2 with the following:

"I went from Hammond to visit my uncle's family at Livingston Sunday morning and was returning home on the evening train. As the train approached Holden, La., the flagman came through the train crying, 'Holden, Holden.' Just then he ran onto the trestle over the Tickfaw River, and an elderly man grabbed the seat arm and held on tightly until the train had crossed over. He probably thinks employes on the line are very considerate."

G. B. O., sending the clipping in, writes: "They evidently do not know that 'Considerate' is the middle name of all our employes."

Social Dangers

(From a story)



"She held out her hand and the young man took it and departed."—*Boston Transcript*.

Day of Rest Prolonged

A negro couple stood before the probation officer for the second time.

"Now this," the officer said to both, "seems to be a case where there is nothing very much the matter, except that your tastes are different. You, Sam, are much older than your wife. It is a case of May married to December."

A slight pause, and then Eva, the wife, was heard to remark in a tired voice:

"I—I really don't know what you means by yer saying May is married to December. If yer goin' to talk that way it seems to be

Eighty-two

a case of Labor Day married to de Day of Rest."—*Pittsburgh Chronicle-Telegraph*.

Not on Our Line

"The word 'smiles' is the longest word in the English language because there is a 'mile' between the first and the last letters. Maybe that is why so many passengers frown—afraid to let go of their smileage." —*Selected*.

No Connection at All

An old negro preacher was waxing warm about the crime of stealing watermelons. As he reached the high point of his subject, a darky looked up and snapped his fingers.

"How come, brudder," asked the preacher, "dat when I talks about watermelon stealin' yo' all snaps yo' fingers?"

"Nothin' 'tall, pahson, nothin' 'tall. I jes' happen to think whar I left ma knife."

All Out of Conversation



Mike had just arrived in America, and Pat, his Americanized brother, was taking him from the dock out to his country home.

By the side of the road grew a persimmon tree, and Pat, wishing to show Mike what fine fruit was raised in America, climbed the tree and threw a ripe persimmon down.

"Foine! Foine!" exclaimed the delighted Mike.

Pat threw down another, not quite so ripe as the first. As Mike ate it without complaint, Pat threw him down a green one.

Mike ate it, but as he finished he looked up at Pat, panic-stricken.

"Pat! Pat!" he cried, "If ye want t' hear the news from th' ould 'ome folks, ye'd better come down quick. Oi'm closin' up."

—*Saturday Evening Post*.

Practical Co-operation

"Say, Doc," said the brawny scrubwoman, "ye'r gittin' a pretty good thing out o' tendin' that rich Smith boy, ain't yer?"

"Well," said the doctor, secretly amused, "I get a pretty good fee, yes. Why?"

"Well, Doc, I 'opes you won't forgit that my Willie threw the brick that 'it 'im."

Half Past Them Both

Neither Sambo nor Rastus could read the time of day—or anything else—but Sambo

Illinois Central Magazine

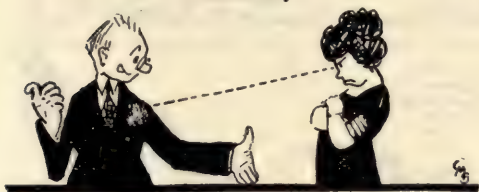
had a nice big Ingersoll which he exhibited with a great air of superiority.

"What time am it?" said Rastus.

Sambo hesitated and then extended the timepiece saying, "Dar she am."

Rastus looked at it carefully and said, "Dam if she ain't."

Naturally



Suspicious Wife (who has waited until midnight for her husband's return)—Where have you been all evening?

Culprit—I've been talking business matters over with Tom Baker.

S. W.—Yes? And I suppose that is baking powder that is sprinkled all over your shoulder?—Judge.

The Tale (or Tail) of a Dog

A short time ago I met an old telegrapher who worked on the Illinois Central about thirty-five years ago, at a time when the superintendent of telegraph handled the operators, instead of the chief dispatchers, as at present. He could send an operator down to Cairo or up into Iowa.

This operator had a peculiar and interesting experience while working nights for the Illinois Central as operator at a little water tank station in Iowa, which he related to me. I will pass it along to you as he gave it to me.

"I was working nights at a little station in Iowa, and you know we worked 12-hour tricks in those days. Winter was coming on, and I wished I was farther south, as the winters up there are surely cold. I made the acquaintance of a few fellows around town, and they would come down and keep me company most of the nights.

"One night someone suggested playing cards for fun, which we did for a few nights. Then, to make it more interesting, one of them suggested playing poker, which I did not know how to play, but they were willing to teach me, which they did, and they also relieved me of what spare change I happened to have each night.

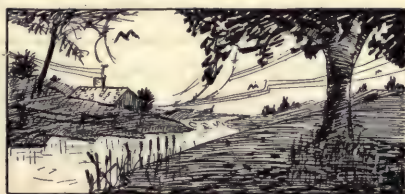
"One night after they had cleaned me of my last dime, I sat by the fire trying to figure out some way to trim that bunch, as I was just green enough to think their winnings were just luck. It was a bitter cold night, and a 40-mile-an-hour wind out of the Northwest kept me busy firing the

stove; it seemed as if the fire went up the flue when I fed the stove. My thoughts were disturbed by a scratching on the outside door, which I had locked. I went to the door with a poker in my hand, as I did not know what to expect. I turned the key and swung the door wide open. As I did so a little stub-tailed black dog shot in with a gust of wind. The little fellow was almost frozen. I warmed him up and fed him part of my lunch. After he was thawed out, I discovered he was a smart dog. I taught him several tricks. He would sit on a chair and act as if he knew everything that was going on, just like regular folks.

"One night the bunch came in to take me to my usual cleaning. I abstracted a five from the ticket drawer, and I figured if I lost I would have to take to the 'tall uncut.' We started to play. After the draw of the first hand around, something told me, in good Morse code, what each of the other players held. It sounded like a sounder in a barrel.

"Now, I am not superstitious, nor do I believe in ghosts; but it made me feel creepy, as I noticed the sound did not come

The Town of Don't-You-Worry



There's a town called Don't-You-Worry

On the banks of the River Smile,
Where the Cheer-Up and Be-Happy
Blossom sweetly all the while;
Where the Never-Grumble flower
Blooms beside the fragrant Try,
And the Ne'er-Give-Up and Patience
Point their faces to the sky.
In the Valley of Contentment,
In the Province of I-Will,
You will find this lovely city,
At the foot of No-Fret Hill.

There are thoroughfares delightful,
In this very charming town;
And on every hand are shade trees,
Named the Very-Seldom-Frown.
Rustic benches, quite enticing,
You'll find scattered here and there;
And to each a vine is clinging,
Called the Frequent-Earnest-Prayer.
Everybody there is happy
And is singing all the while,
In the town of Don't-You-Worry,
On the banks of the River Smile.

from my instruments. Two or three times this same thing tipped the other fellows' hands to me before I decided to play this ghostly information. I did so, finally, and from that time on I began winning and eventually won everything they had, even to their pocket knives. They left, cursing me for stringing them along.

"When the last fellow closed the door, this same thing said to me: 'We didn't do a thing to them, did we?' I turned, and, to my great surprise, there was my little dog telegraphing to me with his little stub tail on the back of a high stool. Smartest dog I ever saw!"—T. A. G.

Our Music Appreciated

Recently two Roseland women, one of whom was rather deaf, were walking by the Central track. Suddenly the fast train rushed up, with Tom Long as engineer, and as it passed the whistle gave an extra loud shriek. The deaf lady turned to her friend and remarked with a happy smile, "That's the first mocking bird I've heard this year."—*Roseland (La.) Herald.*

Speaking of Curves

An automobile stage was speeding along a narrow, winding road over a Montana mountain. A tourist did not like the look of the many gulches, and, after they round-

ed a sharp turn, his nervousness overcame him, and he turned to the driver.

"Say," he asked, "have we got any more turns like that?"

"Well," answered the driver, as he gave it more gas, "we have one more up here a bit where the radiator will rub the spare tire."—*Judge.*

Tame in Places



Pat Hegarty had just purchased a mule, but he did not obtain from the animal all that he required of it.

So he wended his way back to the horse dealer.

"You said this mule was quite tame," he said to the dealer.

"And so he is tame, isn't he?" replied the dealer, in an aggrieved tone.

"Not altogether—only partly so," the disconsolate Hegarty replied. "He is tame in front, I dare say, but he is desperately wild behind!"—*London Answers.*

Cars and Ships

Little Johnny was seeking information from his father.

"Father," he asked, "freight is goods that are sent by water or land, isn't it?"

"That's right, son."

"Well then, why is it that the freight that goes by ship is called a cargo, and when it goes by car it is called a shipment?"

And then Johnny wondered why father put on his hat and sauntered outside to get the air.

Where Ignorance Is Bliss

Young Wife—Oh, I am so miserable; my husband has been out all evening, and I haven't the faintest idea where he is.

Experienced Friend—My dear, you mustn't worry. You probably would be twice as miserable if you did know.—*London Mail.*

Fair Exchange No Robbery

Friend—Of course, you have made some promises you didn't keep.

Politician—Yes, but I never yet broke a promise to a man without giving him a better one in its place.—*Boston Transcript.*

Placing the Blame

"John! John!" whispered Mrs. Congress-

INKID SAYS—



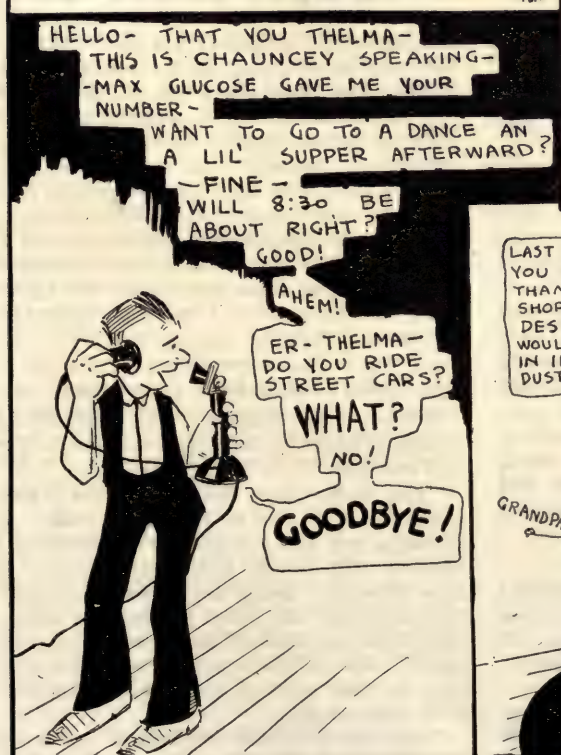
man Squibbs. "Wake up! I'm sure there are robbers in the house."

"Robbers in the house?" he muttered

sleepily. "Absolutely preposterous! There may be robbers in the Senate, Mary, but not in the House."—Selected.

AIN'T LOVE GRAND

— SAID



What Patrons Say of Our Service

New Meaning for "I. C."

In a letter to Senior Vice-President Kittle, Thomas J. Doyle, Dodge Brothers Motor Company, Detroit, Mich., writes as follows:

"Just a line to thank you for the super-courtesy extended to me by you and your associates. I have never experienced such attention before in railroad travel. I not only found the Panama Limited the finest *de luxe* train in the country, but I also discovered that the 'I. C.' worn on the lapels of the trainmen stands for 'Indefatigable Courtesy.'

"Once more my sincere thanks. I keenly appreciate your attention."

A Promise of Co-operation

Superintendent T. L. Dubbs of the Vicksburg division, Greenville, Miss., recently sent an American Railway Association circular on loading to the Delta & Pine Land Company of Mississippi, Memphis, Tenn. He received the following reply from W. V. Fant, general manager of that company:

"Your favor the 23d, suggesting that we make extra efforts at prompt loading of all equipment furnished us, received and carefully noted.

"We appreciate, Colonel Dubbs, the interest you take in serving your patrons all along your lines, and you may rest assured that we shall co-operate heartily in any suggestion you make.

"We believe, taking it year in and year out, that your division of the Yazoo & Mississippi Valley Railroad Company will show more nearly a 100 per cent service than any other division on your magnificent system.

"We prize greatly our relationship with your system, and we wish you to feel that we know the efforts that you personally make toward perfection of service. Should you find that we can do anything in particular toward developing the service or reaching the goal that you have in mind, kindly let us know what it is, and we will take pleasure in responding immediately."

No Service Equal to Ours

C. E. Crane, traffic manager of the McComb Cotton Mills, 320 Broadway, New York City, recently wrote as follows to T. J. Quigley, superintendent of the Louisiana division, McComb, Miss.:

"I am very appreciative of your letter of January 9 concerning your offer to assist us in tracing the movement of cars in or

out of our McComb mills. We have found, by and all, if we can only get our cars on the rails of the Illinois Central that they receive prompt movement.

"In passing, I wish to take this occasion to say that we have never found anything to equal the service of the Illinois Central.

"I do not know that I will have occasion to come to McComb in the near future, but I hope you will get to New York, and, if so, I would appreciate very much an opportunity to meet and know you personally."

Liked Service on Floridan

Louis M. Steinberg of Mark C. Steinberg & Company, Investment Securities, Boatmen's Bank Building, St. Louis, Mo., recently wrote to President C. H. Markham as follows:

"As a customer, a friend and, indirectly, a stockholder of the Illinois Central Railroad, I feel it my duty to bring to your attention what I consider to be an exceptionally efficient employe of the Pullman service on your train known as the 'Floridan' between Chicago and Jacksonville, Fla., and whose name is, I believe, O'Neill. I was a passenger on this train, which left St. Louis on the afternoon of January 23 and joined the Chicago train at Carbondale. We were on our way to the bedside of my father, who was dying in St. Augustine. I do not think Mr. O'Neill was aware of our distress, but he was so kind and courteous not only to ourselves but to all other passengers that, knowing your desire to hear words of approbation as well as those of criticism and complaint, I feel it my duty to call your attention to this man's services. I can only add that, if he is fit for higher things in the service, I certainly hope that he receives them."

Our Road a Good Investment

William F. Carlson, 620 McCormick Building, Chicago, recently wrote as follows to President C. H. Markham:

"The writer has, for many years, been connected with one of the large estates in Chicago, and had the pleasure of making a hurried trip south, last week, as far as New Orleans. Being interested in properties from the viewpoint of security values, etc., I feel constrained to write and express appreciation of the unusually uniform courtesy on the part of everybody connected with your road.

"The thing which impressed me more than anything else, however, was the splen-

did condition of your equipment, the up-to-date Pullman cars, and—more than all else—the evidence that your equipment is in good shape, as shown by the nicely painted houses and all property owned by the Illinois Central road.

"The truth of the matter is that I told the conductor on your road that the next investment I would recommend or personally would choose would be some stock of the Illinois Central Railroad, based entirely upon what I had observed and the opinion expressed since by men whom I have met in the railway supply business."

The Most Courteous Dining Service

Elmer Ritter, extension professor of the Iowa State Teachers College, Cedar Falls, Iowa, recently penned the following appreciation to President C. H. Markham while en route from Waterloo to Fort Dodge, Iowa:

"We wish to congratulate you on the type of dining service on No. 27 west (Chicago to Fort Dodge). We have received no more courteous service anywhere than we did at dinner this evening."

Good Service Courteously Appreciated

J. V. Lanigan, general passenger agent at Chicago, recently received the following letter from W. A. Mackay of 305 West Adams Street, Chicago, written at Evansville, Ind.:

"The writing of this letter has been on my mind since last Saturday night, and I'll be at ease with the world and myself when it's finished. It has occurred to me that we 'gadders' are quick enough to 'take our pen in hand' when things go wrong, and, I fear, not so ready to do it when things go right.

"Last Saturday I rode from Mattoon to Evansville on the afternoon train and met two of the finest exponents of courtesy it has been my pleasure to meet. I don't even know their names, but I refer to the conductor and brakeman in charge of the train that afternoon. Nothing but plain, old-fashioned, simple courtesy, and so unobtrusively offered it really made a home run with me. 'Was I warm enough?' 'The car isn't too cool for you?' And then, on arrival at Evansville, to have both of them bid me good-night and with it a cordial invitation and expressed wish that I'd ride again with them some time.

"When I was in conversation today with a merchant in this town, he said one of the world's needs today is courtesy and how he has been trying to drive it home to his employees, and I told him the experience I had last Saturday coming down here.

"I don't feel I've had the full value of

my ticket money without telling you how much the courtesy of these two men helped, and while I know that others appreciated it perhaps all of them will take it for granted and not give it a thought.

"There—it's off my mind, and I feel better!"

Combined Intelligence and Alertness

President C. H. Markham recently received the following letter from Thomas E. Wilson, president of Wilson & Company, 41st Street and Ashland Avenue, Chicago:

"Today I had occasion at the last minute to locate one of our officials who was to take the Panama Limited at the 53d Street station, and had it not been for the intelligence and alertness combined, particularly on the part of your agent, A. J. Charaix, I would not have been successful.

"It is, therefore, with much pleasure that I call to your attention what I consider unusual courtesy, even though it be no more than what the public is entitled to. I think it reflects very favorably on the *esprit de corps* of your organization."

Liked Service at Hickman, Ky.

I. Horine, assistant branch manager of the Mengle Company, Hickman, Ky., recently wrote as follows to Superintendent C. R. Young, Fulton, Ky.:

"We wish to take this opportunity to extend to you our thanks and appreciation for the service which has been rendered us by your road during the past year, particularly for the excellent spirit of co-operation which we have enjoyed from Agent R. E. Blow and both of your freight train crews, who are under Conductors George Campbell and Dave Winfrey, respectively. Both of these crews have handled the switching satisfactorily. They co-operate with us in this matter and are very considerate in the handling of the cars, especially the cars which are partly loaded, using due care in handling those partly loaded so as to not disturb the contents."

Good Service on Bankers' Trip

Gordon N. Selby, president of Gordon N. Selby & Company, Inc., Investment Bankers, 1111 Harris Trust Building, Chicago, recently wrote as follows to President C. H. Markham:

"The writer had occasion last week to arrange with A. U. Sawbridge of the city passenger agent's office for a special Pullman car to carry the executives of our organization and a syndicate of bankers over your railroad on an itinerary to carry us from Chicago to St. Louis on train No. 17; St. Louis to Pinckneyville and return, trains Nos. 205 and 206; St. Louis to Carbondale,

train No. 205; Carbondale to Chicago, train No. 22. After completing this trip it is my pleasure to address you for the purpose of informing you of the degree of satisfaction, comfort and service extended us by the executives and officials of the Illinois Central System in Chicago and en route.

"The writer desires to designate Mr. Sawbridge of Chicago, F. D. Miller of St. Louis, W. Atwill and Frank Hatch of Carbondale as being especially responsible for the courteous treatment and highly efficient service extended to us during this trip.

"It is indeed a pleasure for any such party as ours to travel over a system which is able and sufficiently eager to extend such comforts and conveniences as were extended to us, and we sincerely hope that we may have the pleasure of using the Illinois Central as a medium of transportation again in the very near future."

Good Work on Chicago, Memphis & Gulf

James W. Tipton of R. R. Tipton & Company, Tiptonville, Tenn., recently wrote as follows to President C. H. Markham:

"I wish to express my thanks and appreciation to the employees of the Chicago, Memphis & Gulf Railroad for services rendered by them, as they have been exceedingly nice to me in the past season from a standpoint of both courtesy and service. Especially do I wish to thank your conductors and flagmen and your agents at Hickman, Tiptonville and Ridgely. No better service, in my opinion, or more courtesy could have been extended under existing conditions, and I feel that I am ready and will be glad at any time to do anything that I can for them that it may be in my power to do."

Thanks From Real Estate Board

Harry Goldstine, president of the Chicago Real Estate Board, 57 West Monroe Street, Chicago, recently wrote to President C. H. Markham as follows:

"I wish to take this opportunity of expressing, in behalf of the Chicago Real Estate Board, our appreciation of the splendid co-operation and assistance you rendered us on our special to Jacksonville recently.

"I also wish to commend, particularly, the efficient manner in which your Mr. McEvelly co-operated with us at every opportunity."

Good Service Brings Traffic as Reward

C. B. Cornell, secretary and treasurer of the Cleveland Flux Company, Cleveland, Ohio, recently wrote as follows to E. R. Kerwin, our commercial agent at Cleveland:

"We shipped the Belleville Stove & Range

Company of Belleville, Ill., the Cornell Flux before we received your letter, but it was routed via the Illinois Central. We made a large shipment to Dubuque, Iowa, routing over your lines and also two other shipments to Belleville, besides four shipments to Illinois, and gave your road preference in every case.

"We have had less trouble and better satisfaction in routing our shipments over your lines than we have had over any other road. Hence, we throw everything we can your way."

Saw Evidence of Co-operation

G. W. Marshall, assistant traffic manager of the Hoosier Manufacturing Company, New Castle, Ind., recently wrote as follows to President C. H. Markham:

"The writer has read some of your talks on efficiency and co-operation and recently had an opportunity to note first hand the result of your efforts.

"This company was in urgent need of a car of lumber originating at Jackson, Tenn., and I went to Jackson to come through with the car. The loading of this car was completed at 3 p. m. on the 8th and your yardmaster notified. The car was switched from consignor's platform and forwarded north at 11 p. m. the same day.

"I was accorded the same efficient service and courteous treatment by Mr. McConnell and his assistants at Mounds, Ill., by Mr. Spaulding at Centralia, by Mr. Lowery at Palestine and by Mr. Fredenburg's office at Indianapolis, the car being delivered to the Lake Erie & Western at Indianapolis at 8 p. m. on the 11th.

"Please accept the thanks of this company and my personal appreciation of such service."

Enjoyed Mardi Gras Trip

The following letter to President C. H. Markham from Harry J. Millard of Champaign, Ill., comments upon our passenger service to New Orleans for the Mardi Gras celebration:

"A party of Champaign people left here February 10 on your mid-winter vacation party to the Mardi Gras in New Orleans. There were six of us in the party, and we were more than delighted with the wonderful treatment we received. Your representatives, Messrs. Baker, Castle, Truesdale and Mathers and Conductor Howells, made it their business to see that we lacked nothing to make this trip an eventful one. The meals were simply wonderful, and although New Orleans boasts of its good restaurants and cooking, we always found it a pleasure to get back to our diner, which was parked there with the Pullmans.

"We thought we knew something of Illi-

nois Central ways from living here on the main line, but it takes a trip of this kind to realize that 'Service' means something to your wonderful road."

Praises Courtesy of Agent

W. N. Pullen, funeral director, Clinton, Ill., recently wrote as follows to Superintendent C. W. Shaw of the Springfield division:

"We buried the body of Mr. John McCann February 9, 1923, in Woodlawn Cemetery, Clinton, Ill.

"I want to congratulate you on the very efficient young man [J. L. Downs] you have as agent at Chestnut, Ill. Mr. Shaw, it is a real pleasure to transact business with a man who is accommodating at a time like that was. My funeral party remarked to me how very nice he was. Those little acts of kindness on the part of your men go to make up the greatest system we have—service."

Made a Most Satisfactory Trip

E. E. Peek, Waterloo, Iowa, real estate man and vice-president of the Waterloo Building and Loan Association, made a recent trip to San Diego, Cal., and used our line from Waterloo to New Orleans. In appreciation of the service and courtesy received, Mr. Peek wrote City Passenger and Ticket Agent W. L. Buckley as follows:

"Our party reached San Diego last evening, the 16th. Great trip; fine scenery; splendid service. The 'Old Reliable' landed us in Chicago on schedule time to the minute. The Panama Limited is the last word in railway travel. Nothing more to be asked. Sorry when we had to leave the train. Everyone in the Illinois Central employ seems anxious to maintain the high standard of the Illinois Central service. Our party unanimously extends to you a vote of thanks for the assistance you gave us in planning our trip and helping lay out our itinerary."

Good Freight Service Praised

The following is the text of a letter addressed to Agent L. E. Richmond, Central City, Ky., by J. E. Leach, manager of the Barnes Automobile Company, of that city:

"We wish to express our appreciation of the many little favors that you have shown us during the past year, and to commend you and your entire organization on the very prompt service that we have received in most of our shipments.

"We recall to mind one shipment especially that was received very promptly. Heretofore we had been experiencing a great deal of trouble and delay in similar shipments, regardless of how routed. This

March, 1923

shipment that we refer to was from Evansville, Ind. These goods were put in your freight house one afternoon and they were received by us the next morning at 8 o'clock.

"Heretofore, we have been unable to buy very much out of Evansville because of the poor freight service. One reason for the poor service was the delays, another was that the shipment was handled and rehandled at junction points and in a great many cases was not received in good order. However, we have noticed in the recent past that these shipments have been coming through in much better condition and much quicker, and it has enabled us to buy our truck bodies and other accessories in Evansville and have them routed by the Illinois Central instead of buying them in Owensboro where the market is not quite as good.

"So please accept our sincerest thanks and appreciation for good services, the many little favors that have been shown us during the entire past year by you and your organization."

In reply to Mr. Leach, Agent Richmond wrote as follows:

"We are pleased to acknowledge receipt of your letter of the 29th inst., wherein you have been kind enough to say some very nice things about our service.

"To a baseball pitcher who is doing his level best to put them square over the plate, nothing brings greater joy than to see the right arm of the umpire flung in the air with a cry of 'S-T-R-I-K-E.' So, if our effort to deliver the goods during 1922 has met with the approval of one of our largest and most valued customers, you must understand how glad we are to hear you say that she 'went over the plate.'

"We shall strive to merit the continued good opinion that you have of our organization and want you to feel free to come to us at any time for any service we may be able to render you."

Prevented Loss of Night's Rest

Richard A. Hale of 6938 Oglesby Avenue, Chicago, recently wrote as follows to President C. H. Markham:

"On January 2 I left Chicago on the Floridan for Miami, from which point I was to take a later train to Key West. The reservations had been made some time in December. When I reached Jacksonville, I discovered that my Pullman reservation out of Miami necessitated my staying up until about 3 o'clock in the morning, whereas there was a sleeper which was placed on a siding for Miami passengers and picked up by the same train on which my reservation was. The pick-up sleeper was open at 10 o'clock the night before.

"I went to the information man at the

Eighty-nine

station, who did everything he could to find out what the situation was. He said that the Illinois Central representative was somewhere around the station; so he had him paged for me.

"I told my troubles to your representative, who immediately advised me that there was a pick-up sleeper in Miami and that there was no occasion for my waiting around the depot until 3 or 4 o'clock the next morning. I asked him what he could do for me, and he said he would wire the agent at Miami to cancel the space I had and to reserve a berth in the pick-up car instead. He said he would also arrange matters so that the Pullman ticket that I had could be transferred, thus avoiding the necessity of buying a new one and filing a claim for the old ticket.

"When I reached Miami, I went to the Pullman man and found all of this had been taken care of just exactly as your representative had promised.

"As a rule, when things do not go right we kick. When, however, a courtesy is extended, such as was by your representative, we take it as a matter of course and say nothing about it. In fact, we are a great deal like the small boy who was hoeing corn on a hot, dusty day. A man passing by stopped and engaged the boy in conversation. Finally he asked the boy what he got for doing the work. The boy replied, 'Nothing if I do, and h— if I don't.' I feel, therefore, that in this instance at least I would like to reverse the procedure, hence my dropping you a line regarding the above."

Change Made in Memphis Ticket Agents

W. H. Rose, night stationmaster at Grand Central Station, Memphis, has been appointed ticket agent at that station, succeeding H. G. Coltart, resigned. Mr. Rose has been with the Illinois Central System about twenty-five years. He entered the service in June, 1895, as telegraph operator on the Mississippi division. From 1896 to 1898 he was ticket agent and operator at Dyersburg, Tenn. He was appointed ticket agent of the Frisco at Memphis in 1898. In 1901 he returned to Illinois Central as telegraph operator at Grand Central Station, remaining in this capacity until 1910, when he was promoted stationmaster. Mr. Rose possesses a genial disposition and has a reputation for tact in handling the public.

Mr. Coltart began railway service forty-five years ago when he was appointed train dispatcher for the old Mississippi & Ten-

nessee Railroad, now that part of the Illinois Central extending from Memphis to Grenada, Miss. He remained with this line for eleven years, or until the road was purchased by the Illinois Central, about thirty-three years ago. He then went to the Kansas City, Fort Scott & Memphis Railroad and was accorded the honor of selling the first ticket at the old station at Memphis. He was at one time ticket agent for the Memphis & Little Rock Railroad, and he has seen the passing of three passenger depots at Calhoun and Main Streets, Memphis, on the ground now occupied by Grand Central Station. In 1914, when the Illinois Central completed and opened the present Grand Central Station, Mr. Coltart was appointed ticket agent, and he remained in this position until his resignation.

QUICKNESS IN LEARNING

"Comparing youth and middle age," says Dean Robinson, "I find that there is hardly a subject in our curriculum that the average mature mind will not grasp with equal ease and with superior understanding. Take two men of equal intelligence, one 45 and one 20, both in good health and with good habits, both free from hampering worries, and turn them loose on a new subject in which they are both interested. One finds immediately that the man of age and experience has all the advantage. The individual between 40 and 60—who, as Du Maurier says, has 'ceased to hunt the moon'—is normally at the height of intellect and judgment. If health and optimism and determination remain, he has a marked strategic advantage over immature youth." —MERLE CROWELL in *American Magazine*.



W. H. Rose



H. G. Coltart

HOUSE PLANS FOR OUR READERS

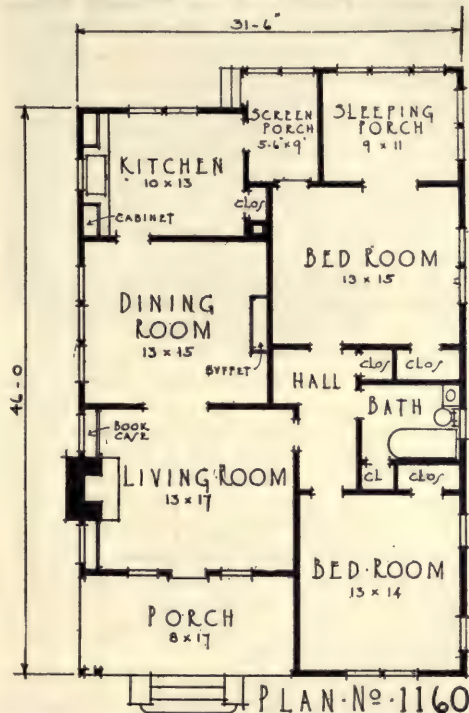
Southern Pine

The attractive 5-room cottage plan which is presented to readers of our magazine this month possesses a cheerfulness and home-like charm which is not easily described. Almost everyone knows of some particular house that has this peculiar quality.

This 5-room cottage is one of those "homey" houses. It has plain, old-fashioned lines. It isn't bedecked with what folks call a lot of architectural gingerbread. It's just a nice, comfortable, conveniently arranged cottage home which can be built at a reasonable outlay and which would be a very pleasant place to find waiting for one after the day's work is done. There is a lot of room in this plan, too, the reader will find upon inspecting it carefully—sufficient space for most families, with two light and airy bedrooms, living room, dining room, kitchen, pantry, bath, and two nice porches.

This plan is only one of fifty designs, all different, and attractive in their individual styles, shown in a modern house-plan book which the editor of the *Illinois Central Magazine* will be glad to send to any prospective home-builder free of charge upon request. Through the courtesy of the Southern Pine Association of New Orleans, these plans are offered to the public without cost. The American Wholesale Lumber Association also announces that it will ar-

range with retail lumber dealers to co-operate with those who desire to build homes in movements for the organization of community building and loan associations.



Sports Over the System

Inter-City Bowling Match a Success

Winning every game from the Memphis invaders in an inter-city match at Chicago, Saturday, February 17, the Chicago Illinois Central System bowlers sent the Southerners home with the same smiles on their faces that were there when they arrived in blizzard-swept Chicago earlier that same day. The Bluff City boys seemed to enjoy the acute cold of the Windy City, and it was noticeable at the banquet which preceded the match that the weather conditions had in no way impaired their appetites.

R. O. Fischer, president of the 12th Street General Office Bowling League at Chicago, a former resident of Memphis, rolled the first ball for the Chicago side.

The two cities divided their ten men into two teams of five men each. Memphis Team No. 1 played Chicago Team No. 1, while Memphis Team No. 2 rolled Chicago Team No. 2. These teams rolled three games each, after which Memphis Team No. 1 rolled the Chicago Team No. 2, and *vice versa*, for three more games. On Chicago Team No. 2 was Knodell, the ace of the 12th Street League, and on Chicago Team No. 1 was Calloway, 63d Street's crack maple knocker.

The Chicago teams were: Team No. 1, Heimsath, Ryan, Klee, Clark and Calloway; Team No. 2, Breidenstein, Coates, DuBois, Koch and Knodell. Team No. 1 was winner of the Chicago high game.

The Memphis teams were: Team No. 1, Webb, Stegar, O'Connor, Higgins and Long; Team No. 2, Sullivan, Theobald, Breen, Mabie and Trouy.

The prize winners were: high team games, Chicago Team No. 1 and Memphis Team No. 2; high game (individual), Sullivan (Memphis), Calloway (Chicago); second high game (individual), Mabie (Memphis), Koch (Chicago); high series, Sullivan (Memphis), Calloway (Chicago); second high series, Webb (Memphis), Koch (Chicago). It will be noted that the Memphis team won as many prizes as the Chicago boys, this feature being arranged to give both cities equal consideration.

Before the bowling began the Memphis boys were guests of the Chicago team at a banquet given by the courtesy of the general officers in the dining room of the 12th Street station. All present were unanimous in expressions of gratitude to the

officials who made the dinner possible. The officers who contributed toward the banquet were: O. F. Nau, W. Newell, C. M. Kittle, C. Chandler, C. C. Westfall E. L. Crugar, H. G. Morgan, F. O. Draper, F. E. Taggart, G. R. Hurd, F. R. Judd, P. Aagaard, F. T. Wilbur, E. W. Jansen, A. L. Chapin, E. Hunt, C. A. Shaffer, L. Robinson, J. G. Drennan, R. V. Fletcher, H. B. Hull, S. M. Copp, T. G. Taggart, H. D. Warner, R. W. Bell, J. J. Bennett, L. C. Guernsey, H. J. Schwietert, F. B. Bowes, G. A. Dupuy, J. W. Stevenson, Dr. G. G. Dowdall, V. W. Foster, A. L. Davis, C. C. Cameron, R. A. Trovillion, B. A. Beck, W. A. Summerhays, R. E. Kimbell, T. T. Keliher, W. L. Tarbet, J. F. Porterfield, W. Haywood, A. M. Umshler, J. B. Hamilton, J. F. Dartt, G. J. Bunting and A. C. Mann.

C. M. Said, magazine cartoonist, who was responsible for the inter-city meet, presided over the banquet. Those who attended were Knodell, Calloway, Heimsath, Clark, Klee, Ryan, DuBois, Breidenstein, Koch and Coates of the Chicago team, F. J. Theobald,

Second Annual Tournament

American Railway Bowling Association

Open to all Railway, Steamship,
American Railway Express
and Pullman Company
Employees.

To Be Held At
**235 S. Wabash Ave.,
Chicago, Ill.**

April 7 to April 22, Incl.

**Entries Close Wednesday,
March 20**

*For entry blanks and further
information, address*

**W. P. Enright, 135 E. 11th Pl.,
Chicago, Illinois**

Tommy Long, J. Webb, G. L. O'Connor, B. W. Higgins, Paul Breen, C. P. Mabie, L. M. Trouy, C. J. Stegar and B. Sullivan of the Memphis team, and G. M. Crowson and C. E. Kane, editors of the *Illinois Central Magazine*, H. C. Marmaduke, assistant chief clerk to the general manager, E. C. Collier and J. A. Bailey, official scorekeepers, and J. N. Concklin, chief accountant at Memphis.

The table was beautifully decorated with red carnations, provided by the passenger department, and the menu was specially prepared by Manager Huppeler of the Central Station dining room and Mr. Said. At each place was a special printed souvenir menu and a card bearing the well-known "Inkid," the pen and ink creation of the toastmaster.

The last ball of the game was rolled at 1:20 a. m., which made the entire affair last seven hours and twenty minutes.

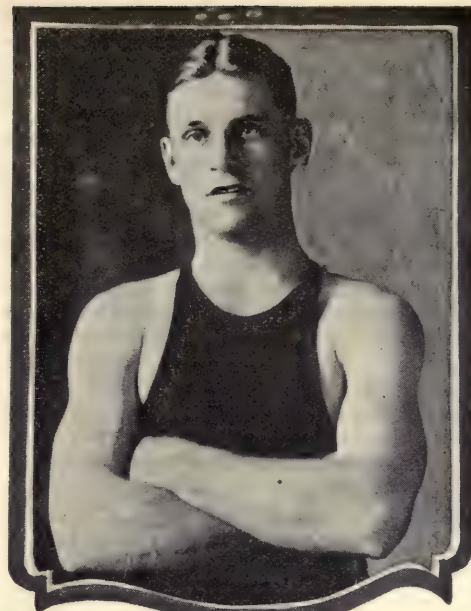
The statistics on the games were as follows:

Chicago Bowlers

								Total	Average
Calloway	176	167	204	232	177	182	=	1,138	190
Koch	151	192	167	176	191	215	=	1,092	182
Heimsath	174	140	191	170	204	204	=	1,083	181
DuBois	162	211	180	146	164	167	=	1,030	172
Ryan	176	174	175	207	147	136	=	1,015	169
Breidenstein	159	168	171	166	164	187	=	1,015	169
Knodell	202	148	156	177	141	177	=	1,001	167
Clark	164	129	166	200	178	146	=	983	164
Klee	162	173	172	133	157	146	=	943	157
Coates	173	153	147	132	81	131	=	817	136
								10,118	169

Memphis Bowlers

								Total	Average
Webb	146	160	152	180	148	132	=	868	145
Sullivan	136	186	181	122	111	111	=	847	141
Theobald	148	165	116	129	128	144	=	830	138
Trouy	109	143	143	143	95	104	=	787	123
Long	124	123	126	114	126	120	=	733	122
O'Connor	110	121	133	134	94	145	=	726	121
Mabie	98	176	139	148	80	82	=	723	121
Higgins	125	119	138	138	112	88	=	720	120
Stegar	74	125	126	99	103	131	=	658	110
Breen	146	101	105	98	115	92	=	657	110
								7,499	125



Ernie Perrin

out his opponent in two rounds. This event marked the entrance of Perrin in the ring.

After his discharge from the Navy, in the fall of 1919, he returned to New Orleans and joined the Young Men's Gymnastic Club, the well-known sporting club of that city, with the avowed intention of playing basketball. The club about this time was suffering from a dearth of boxers in the heavy and light heavyweight classes, and "Monk" Simon, then physical director, noting Perrin's wonderful physique and ability as an athlete, prevailed upon

him to train for the boxing game.

New Orleans Employe a Professional Boxer

It was on July 4, 1919, on board the U. S. S. Pueblo, that the recreation officer in charge of troops returning to the States from France first made the acquaintance of Ernie Perrin, a husky member of the battleship's crew. It was on the same day that Ernie first donned the boxing mitts.

The recreation officer, in arranging a smoker to amuse the boys on the glorious Fourth, found a lack of suitable material. Young Perrin was pointed out to him as a lively youngster, and after some persuasion was induced to box one of the returning soldiers in a 3-round bout. Much to the surprise of the soldiers and sailors—and of Perrin himself—he succeeded in knocking

Under the guidance of Simon, Perrin quickly developed into a first-class fighter. Early in 1920 he entered the Southern Amateur Athletic Union boxing championship bouts under the colors of the Y. M. G. C. He made rapid progress, and the end of 1920 found him holding the titles of city and Southern champion of the Southern Amateur Athletic Union in the light heavyweight and heavyweight classes. He retained his titles during 1921, defeating all comers, and in April of that year journeyed to Boston to compete against the cream of the amateur boxers of the United States in the National Amateur Athletic Union championship boxing contests. In

his first bout he easily defeated M. Deady in one round, scoring a knockout. However, he lost his second fight, by knockout, to Magnus Larsen, a husky Swedish youngster of New York, in two rounds.

In the latter part of 1921 Perrin left the ranks of the amateurs, and entered the professional ring, during which time he boxed some of the best in his class in the country, meeting such boys as Art McBride, Jack Bruno, Jackie Mason, Soldier Reynolds, Pat Dalton, Tom Roper, Young Marullo, Dick Adams and "Moon" Poretto. In October of last year, while on a leave of absence, he met and defeated Jimmy Storey in a 4-round, decision fight at Oakland, Cal. Perrin's most recent fight was on January 29, when he went ten rounds to a draw with Tommy Marvin of Shreveport, La.

During his ring career as an amateur, Perrin won eleven fights by the knockout route and two by referee's decisions, and lost one by a knockout and two by decisions.

Ernie is a fine specimen of young physical manhood and is an experienced but gentlemanly boxer, fast, shrewd and possessed of remarkable stamina. He has gained a large following among the employees of the local freight office, where he is employed as check clerk on the river front, export department. At every bout you will find the Illinois Central boys on hand, ready to cheer their favorite on to victory. Sport writers on several large dailies in New Orleans predict a promising career for this young pugilist.

Good Bowlers at Herrin, Ill.

The "Diamond Specials," an Illinois Central bowling team from St. Louis, visited Herrin February 3 and received one of the best trimmings of the season. The visitors were highly elated over the manner in which they were treated and said that they had one of the best times that they ever had while in this city as guests of the Elks. Others interested in bowling who think they have a real team should get in communication with H. L. Tygett, Freight Office, Herrin, Ill.

News of the 63d Street Bowlers

D. Flodin's team, the New Orleans Special, rolled second high series recently, totaling 2,660 for three games. Captain Flodin was high with 621. High 3-game series recently were: Calloway 616, Lind 607, Heimsath 590, McKenna 590 and Tersip 577. Powers 560, Miller 571—this accounts for the New Orleans Limited's win over the Diamond Special. The Seminole Limited moved up to second place when it beat McCarthy's Peddlers three in a row.

The prize winners for high scores recently were: Lawshe 200, Lind 222, Turner 232, Tersip 218, Rowe 214, Miller 232, Calloway 245, Goodell 207.

Here are the statistics:

Teams—	High		High	
	Won	Lost	Games	Series Average
Daylight Special.....	35	19	991	2813 839
Seminole Limited.....	29	25	930	2543 839
Diamond Special.....	28	26	977	2650 838
New Orleans Limited....	27	27	946	2657 817
New Orleans Special....	27	27	941	2660 800
Freeport Peddler.....	27	27	925	2564 795
Panama Limited.....	25	29	900	2571 818
Hawkeye Limited.....	18	36	871	2511 760

The Twenty Leading Bowlers

Names—	Games	High		Series Average
		Games	High	
Calloway	42	245	617	192
Heimsath	54	236	631	182
Tersip	54	267	636	181
Smith	48	243	610	179
McKenna	54	235	604	176
Kempes	54	222	607	176
Flodin	51	236	621	174
Goodell	54	232	604	172
Hulsberg	54	265	664	171
Lind	51	245	507	171
Miller	51	233	611	170
Buesse	51	214	570	169
Merriman	54	211	548	168
Breidenstein	45	200	536	164
Devitt	33	228	534	164
Rowe	54	214	536	162
Bax	48	210	537	159
Nelson	54	195	537	159
Powers	51	232	560	155
Reha	30	219	562	.....

Baseball Prospects at Chicago

A self-appointed committee composed of W. T. Kelly, A. E. Lawler and A. H. Coates is considering the promotion of an Illinois Central "All Star" baseball team for the season of 1923. It is proposed to try out and select players from the general office and Chicago terminal organizations, forming a team to compete in the Chicago Railroad League.

There is no better baseball material than will be found in the large number of Illinois Central men in Chicago. With co-operation and support, it is believed, the proposed "All Star" team can be developed into a reality and easily rank as one of the leading Chicago teams. Those who are interested, either as players or otherwise, will please communicate with A. H.



Coates (secretary *pro tem.*), Office of Vice-President and General Manager, who will gladly furnish further information on request.

Won Fourth Place in New Orleans League

	Won	Lost	Percentage
United Fruit Company.....	10	0	1.000
New Orleans Public Service..	7	3	.700
Woodward, Wight & Co.....	7	3	.700
Illinois Central Railroad.....	4	6	.400
Interstate Electric Co.....	1	9	.100
Liverpool, London and Globe			
Ins. Co.	1	9	.100

On January 17, beginning the final round of the Commercial Basketball League at New Orleans, the Illinois Central team met the Public Service team in the last game of the evening. This contest was very one-sided, the Public Service team defeating the railroaders by a score of 38 to 4. The Illinois Central boys were considerably off form and somewhat handicapped by the loss of their star forward, Berckes, who sprained his thumb early in the first half.

The team, however, displayed better form

in its next contest, on January 24, when it easily defeated the greatly improved team of the Liverpool, London and Globe Insurance Company by a score of 15 to 11. A consistent game was displayed by the Illinois Central boys in this event.

A scare was thrown into the camp of the league leaders on January 26, when our team met and was defeated by the Fruit Company team by the score of only 26 to 10, in a prettily played contest. A great deal of credit for the showing made by the Illinois Central team was due to the able work of Abe Rittenberg, the consistent little guard.

The Interstate Electric Company team was the next victim of our team, being easily taken into camp on January 31 to the tune of 19 to 7. This game was easy sailing, our boys scoring almost at will. The last part of the contest was played by our second team men.

The closing games of the league were played on February 2, when the Illinois Central team met the Woodward, Wight aggregation in the second contest of the evening. This appeared to be an easy victory for the Woodward, Wights from the start, the score at the end of the first half being 16 to 2 in their favor. However, the railroaders found themselves in the second period and outplayed their opponents, the Illinois Central losing by a final score of 20 to 16.

While our team did not win the championship of the Commercial Basketball League, it indeed made a creditable showing and helped materially in making the league a success and in bringing basketball again into favor as a winter sport in New Orleans. With more time for preparation and a larger amount of material to choose from, a better showing might have been made. Two of the members of the Illinois Central team were picked for positions on the second all-star team by the various sport writers on the daily newspapers of New Orleans. Berckes was picked as an all-star forward and Rittenberg as guard. It was the opinion of some of the sporting editors that Rittenberg merited a position on the first all-star team because of his wonderful defensive work and his ability to pass and dribble the ball.



Here is Jules Cassard, 16 years old, who is employed in the mechanical department in New Orleans as a messenger. Jules, who is the Southern amateur boxing champion at ninety-five pounds, is ready to defend his title against any Illinois Central employe of his weight. He has been in our employ for the last year. Jules fights only as an amateur. The Illinois Central Magazine for October, 1922, printed a picture of his brother, Mike, Southern amateur bantam-weight, also an Illinois Central employe.

March, 1923

Baseball Prospects Bright at McComb, Miss.

The organization of a baseball team at our McComb, Miss., shops is announced. Louisiana and Mississippi were searched for good players who would cast their destinies with the team for the 1923 season.

We have been extremely fortunate to obtain as pitcher and first baseman P. H. McGehee. "Pat" made his debut in the

Ninety-five

baseball circles in 1908, playing with the Mississippi College team in 1908 and 1909. In 1910 he was affiliated with Columbia University. His work was of such a nature that it attracted the attention of the Cotton States League, with which he signed up for the season of 1911. He remained with that league until the latter part of 1912, when he signed up with the Detroit team of the American League. In 1913 he was sold to the Western League team at Topeka, Kan. For the last five years he has played semi-professional ball throughout Louisiana and Mississippi.

Mr. McGehee entered the service of the Illinois Central January 25, working as head material handler, a position recently created in McComb shops. He promises to be as capable a material man as a ball player.

The club was organized through the efforts of J. A. Wales, William Cullom, Vannie May and R. E. Revere. Mr. Wales was elected manager; Mr. Cullom, coach; W. M. Jenkins, secretary; Mr. Revere, recording secretary.

In the past we have not had a ball club because the employes have not taken much interest. But this season we are up and on the job and are going to have something we have not had in the past—a real baseball club—and, we hope, the winning team on the system. Our equipment is of the best, the weather is warm enough for practicing and the men are getting in good shape. If any other club doubts that we have a ball team at McComb, just give us a trial.

The line-up is: H. L. Everett, boiler-maker, left field; Pat McGehee, head material handler, pitcher or first base; Van May, moulder, catcher; C. W. Wilkes, machinist apprentice helper, first base; Mack Middleton, machinist apprentice helper, second base; Raymond Brown, machinist apprentice helper, shortstop; John Lyons, machinist, third base; T. K. Newman, machinist, shortstop; Karl Webb, tinner apprentice, right field; Ike Cope, machinist apprentice, center field; Bill Cullom, welder, coach (first base or pitcher).—M. ABBOTT, *Locomotive Department*.

Tie Broken in 12th Street League

When the General Superintendent of Transportation team and the General Freight team of the 12th Street General Office Bowling League at Chicago met on February 15 they were tied for first place, and the interest was at fever heat. Neither team lived up to its reputation as the league's best, but it may have been the jam of rooters that unnerved some of the bowlers. The General Superintendent of Transportation team won the first two

games, then dropped the third one to the General Freight team. Silverberg's 199 pins won the first game for his team, and his 539 pins made up high series for the two teams. Butler had the pins falling in the second game and must be given the credit for winning that game. The General Freight team got started in the third game and won it easily, thereby saving Walter Schrader, its head rooter, from a stroke of apoplexy. Koch, with 523 pins, and Sebastian, with 521 pins, starred for the General Freight team. After the games were over the two teams and thirty-five of their rooters attended a banquet and dance.

The Auditor of Miscellaneous Accounts team has again stepped into third place, supplanting the Bridge and Building team. These two teams shift position nearly every week. The Vice-President Purchasing team, General Superintendent of Motive Power team and Land and Tax team hold the same positions they did last month. The Vice-President Accounting team and the Maintenance of Way team have exchanged positions.

In tenth place we now find the Chicago Terminal Improvement team, whereas last month it was in fourteenth place, the biggest change any team made in the last month. If the Auditor of Disbursements team stood according to the average pins

The Game "Old H. P."

There is a character, well known,
The leading light in bowling zone,
And many a dollar men have sown,
To meet him fair and squarely;
He is evasive, in his way,
And on his perch is prone to stay—
Quite dignified he is, they say,
But he will treat you fairly.

His name we think that you can guess,
Without the aid of further dress—
His acts spell failure or success
For you in your endeavor;
Then meet "Old Head Pin" good and true,
For he commands the winning crew,
And he will prove himself true-blue,
And men will call you clever.

This moral we would here indite:
That "He Who Wins, in Any Fight,
Must E'er in Aim Be True and Right";

This axiom is olden:
The sesame to all success,
In work or play, in ease or stress,
Is "Hit the Head Pin," and no less
Will bring you vict'ry golden.
—FRED T. RUDIGER in the
Bowlers Journal.

per game, it would be in fifth place. Captain Kelly is looking for the hoodoo that causes other teams to bowl above their average while playing against his team.

The General Superintendent of Transportation team won twenty straight games before being stopped on February 8 by the Chicago Terminal Improvement team. Koch, captain of the General Freight team, now holds the record for high game, with 258 pins, and his team has high team game of 977. Rolff's 669 pins for high series still stands.

The Standing February 22

Teams—	Won	Lost	Percentage
Genl. Supt. Trans.....	49	11	817
General Freight.....	45	12	789
Audr. Misl. Accts.....	44	16	733
Engineer B. & B.....	40	20	667
V. P. Purchasing.....	35	25	583
Genl. Supt. Mlve. Power.....	35	25	583
Land & Tax.....	33	24	579
Engineer M. of Way.....	29	31	483
V. P. Accounting.....	27	33	450
Chgo. Term. Imp.....	25	35	417
Auditor of Disb.....	23	37	383
Terminal Supt.....	23	37	383
Chief Engineer.....	20	40	333
Vice Pres. & Genl. Mgr.....	22	38	367
Officers.....	18	42	300
Chief Special Agent.....	8	52	133

The Twenty Leading Bowlers (February 8)

Names—	Games	High Games	High Series	Average
Knodel.....	51	247	606	183
Enright.....	30	227	584	182
Bernbach.....	30	209	603	173
Rolff.....	53	235	669	171
Block.....	42	211	569	170
Larsen.....	54	232	568	170
Koch.....	51	258	587	169
Collier.....	54	220	555	164
Tremblay.....	48	242	609	164
Grismore.....	42	211	573	164
DuBois.....	53	204	556	164
Rittmueller.....	54	213	565	164
Brown.....	42	209	550	163
Mack.....	51	236	561	163
Ullrich.....	51	216	569	163
Dischinger.....	53	196	544	163
Bailey.....	54	233	563	162
Silverberg.....	45	197	538	161
Grace.....	51	203	529	161
Butler.....	51	244	562	161

W. P. Enright of the Land and Tax department has received several requests for entry blanks to the railway tournament from out-of-town teams, and we would like to see at least a dozen out-of-town teams appear at the tournament. So get busy, form a team and write for an entry blank. The earlier your application is received, the more favorable a date will be assigned to your team.

The Chicago, Milwaukee & St. Paul officials thought they could bowl, but discovered the Illinois Central officials were a little more proficient than they were on February 8, when the Illinois Central representatives won two of three games in an informal contest.

L. T. Sawyer, secretary of the Penn-

sylvania Railroad Bowling League, claims to have five bowlers in his league who can beat any five men who roll in the Illinois Central leagues. Mr. Enright is going to find out how good the Pennsylvanians are.

We are having inter-city matches, inter-road matches, inter-official matches, and we should now have an inter-woman match between the women of 12th Street and those located at 63d Street. The *Illinois Central Magazine*, of course, would report the games, and it's a sure thing the girls would be backed by plenty of lusty-lunged rooters. —WALTER E. DuBOIS.

Stars in Track and at Baseball

Gordon Troyer, demurrage and storage clerk at Stuyvesant docks, New Orleans, has won fifty medals and three loving cups,



Gordon Troyer

besides breaking the interscholastic record at New Orleans for the one-half mile race. Thirty of the medals which Mr. Troyer has won are gold, the rest being silver and bronze. The half-mile record Mr. Troyer broke when he was a sophomore in the Warren Easton High School, New Orleans. He made the half mile in 2:02, a record which still stands. Not only has he won the half-mile event on various occasions, but he has also won in the high jump, broad jump, discus, 440-yard and 50-yard dashes. The following was reported in a newspaper in 1919: "Troyer was first in the high jump, half-mile, 440-yard dash; second in the 50-yard dash and broad jump; third in

the discus." All of this he performed in one day.

Mr. Troyer also ranks among the best baseball pitchers in Louisiana. He pitched one season for Abbeville, in the Louisiana State League. He was offered a try-out with the New Orleans club of the Southern League, but did not accept, because his arm went back on him about this time. He was offered a scholarship at the Washington and Lee University, but had to decline on

account of being under contract to the Abbeville team.

Mr. Troyer began his athletic career when he was 17 years old, while going to the Warren Easton High Schol. He is now 22 years old, is a member of the Young Men's Gymnastic Club of New Orleans and expects to win a few more events before his athletic days are over. The time he broke the record for the half-mile, he also won the A. A. U. Southern championship.

Sees Object Lesson in a Railway Failure

There is food for thought in the following article, which was published in the January 20 issue of Colonel Mayfield's Weekly, Houston, Texas:

I am glad that the Orient road is to be abandoned, its track taken up and its service discontinued.

That sounds bolshevistic, doesn't it?

Well, it isn't.

I will tell you why I am glad of it.

It is an object lesson to the people of Texas.

It shows them the result of the niggardly policy with which the state has dealt with the railroads.

We have held their rates down, we have surrounded them with laws and restrictions and regulations so that it is impossible for them to breathe.

We have turned loose the professional damage seekers until the expense of the legal department of a railroad is greater than the operating department.

If a \$10 cow is killed while trespassing on a track she immediately becomes a blooded animal worth \$300, and a local jury never fails to find for the home man against the "wealthy railroad." If a man stumbles over a grip in the aisle of a passenger car he immediately contracts Bright's disease or floating kidneys and gets spots before his eyes, while his attorneys mulct the company for \$30,000.

The treasury of a railway company is legitimate game for the average citizen, and scheming for it has become a profession in many localities. Juries never get the viewpoint of the railroad.

The railroads of Texas have been harassed as no other industry in the world has been harassed.

They are thrown into receiverships and operated in receiverships, while stockholders receive never a penny for their investment.

Roads in Texas are not being operated to make money; they are maintained simply to keep the capital investment from being totally lost.

The collapse of the Orient is a serious thing.

Hundreds of towns will wither and go to seed. Transportation will be cut off from an important trade territory; land values will shrink to an alarming extent. Thousands upon thousands of good, industrious and energetic citizens will be bankrupted. Merchants will go to the wall.

It is a serious matter.

People living along other lines should ponder over the Orient situation.

The same dog might bite them.

Railroads cannot live under the fierce strain of legislative and individual oppression that is forced on them in Texas.

They are all on crutches.

Only the resourcefulness of highly capable and versatile managers is keeping them moving at all.

What is the stock in a Texas road worth?

It is a liability instead of an asset.

You have to pay taxes on it without getting a thing on earth out of it.

Texas was once a fertile field for the construction of railroads, but you couldn't induce a man to invest in Texas railway securities today, with a machine gun. You would have to shoot him first.

Unless there is a change in the present general oppression, more roads are going to pass out like the Orient is passing.

You hicks living along the line of the railroad had better change your attitude toward the great transportation system. Regard it as an essential to the welfare of your community and treat it as such; when you go on juries, look with more kindly eyes on the railroads and more carefully into the injuries of the plaintiff. Regard yourself as a stockholder in the railroad, for you are vitally interested in its success and welfare.

We cannot look, however imperfectly, upon a great man without gaining something by him. He is the living light-fountain which it is good and pleasant to be near.—CARLYLE.

CLAIMS DEPARTMENT

Eye Saved After Injury

H. W. Doyle, claim agent at Vicksburg, Miss., writes us about an employe whose eye was injured and who was treated by Dr. Charles J. Edwards, local oculist, in such a way as to save the sight of the eye, thought lost, and to restore it to normal vision.

"While Memzie Fisher, negro boilermaker helper, was working in the Vicksburg shops on January 10, 1923, a sliver of steel flew into his eye. The piece of steel entered through the eye-lid, passing all the way through the eye, under the eye-ball, and came out on the other side. The medical description of the injury is as follows:

"'Penetrating wound left eyeball 10 mm. from corneoscleral junction lower external quadrant-counter puncture 5 mm. from corneoscleral junction median line nasal side. Hemorrhage in vitreous. Nasal side of disc only seen.'"

"In plain, every-day language, this means that the eyeball was ruptured. Everyone who saw Fisher at the time of the accident thought that he had lost his eye. He was sent to the sanitarium, where he was examined by Local Surgeon Street, who thought the eye was gone. He put Fisher to bed and sent for Doctor Edwards, who went to the sanitarium and, after making an examination of the injured man, announced (to the surprise of everyone present) that he could save the injured eye.

"He immediately went to work on the case. Several days later, when the bandages were removed, it was found that not only had the sight been saved, but the eye was restored to normal vision.

"Fisher continued under the doctor's treatment. When discharged he had fully recovered from the injury. I think the doctor deserves great credit for the successful handling of this case."

Railroad Wins a \$30,000 Suit

Mr. and Mrs. Frank Lunning sued the Illinois Central in the the United States District Court at New Orleans, La., for \$30,000 for the death of their son, Walter Lunning, 29 years old. It was their theory that Lunning, who was employed by Penick & Ford, Inc., had come across the river on a ferry boat and then had started to cross the railway tracks at Napoleon Avenue, when some

cars were kicked over the crossing, striking and killing him.

The case was tried January 18. Three witnesses introduced by the plaintiff testified that they saw the accident and that Lunning was walking across the tracks when he was struck and run over by the cars kicked over the crossing.

The railroad proved that the accident did not occur in this way, but that Lunning was attempting to crawl between some cars a considerable distance away from the crossing, when the cars were moved and he was caught and killed. The railroad further proved conclusively that two of the plaintiff's witnesses, who claimed to have seen the accident, were not present, but were on the opposite side of the river at the time.

The jury evidently accepted the railroad's story as to how the accident happened, as a verdict was returned in its favor.

Two Automobile Suits Defeated

Marks Curry, negro truck driver for the George Dounson Company, New Orleans, La., permitted a cut of cars handled by a switch engine to strike his truck on the Franklin Street crossing, New Orleans, March 28, 1922. The driver suffered rather serious and painful injuries, and the truck was damaged to the extent of \$315.

Louisiana has a Compensation Act under which Curry's employers were responsible to him for a certain sum each week during actual disability. The Compensation Act also provides, where one is injured through a third party, that he can collect compensation from his employer and then sue the third party in the name of his employer. If he recovers damages, he must reimburse his employer for the compensation received and may retain all he recovers in excess thereof.

Curry fell into the hands of a lawyer, who presented a claim. The railroad offered to pay \$250 toward a settlement, but his attorney wanted \$1,250; so Curry sued the railroad in his own name. When his employers heard of that fact, they stopped payment of the compensation, as they had a right to do, because he had sued without their knowledge and in his own name, instead of theirs.

The case, recently tried, resulted in a ver-

diet for the railroad. The plaintiff has now lost both his compensation from his employers and the \$250 which the railroad offered to pay.

Another automobile accident case recently tried in the Parish of St. John the Baptist in Louisiana resulted also in a judgment in favor of the railroad.

This was a suit by the Consolidated Companies against the Yazoo & Mississippi Valley. The plaintiff had a motor truck which was struck by passenger train No. 12 on a road crossing at Garyville, La., December 5, 1919. The evidence showed that proper signals were given by the train crew and that there was no obstruction to the view of the driver of the truck; yet he drove on the track right in front of the advancing train. Eye witnesses said that he apparently neither looked nor listened for the ap-

proaching train. Fortunately, the driver escaped injury. The plaintiff introduced proof that the damage to the truck amounted to \$2,507.

The number of automobile crossing accident suits won by the railroad in Louisiana ought to convince drivers of such vehicles that the courts recognize, if the drivers themselves do not, that there is a legal duty upon such drivers to exercise care and caution when approaching a railway track.

How True!

The fellow who uses his brains knows that railway fatalities are not due to careless railway management, but to careless human beings who take chances that ordinary horse sense warns them not to take.—*Memphis (Tenn.) Trolley Items.*

M. A. Knapp, Noted Railway Arbitrator, Dies

Judge Martin A. Knapp, for many years chairman of the Interstate Commerce Commission, who participated in numerous negotiations for the settlement of railway labor disputes, died February 10 in Washington, D. C. He was a judge of the Circuit Court of Appeals.

Judge Knapp was a little more than 70 years old at the time of his death, having been born November 6, 1843, at Spatford,

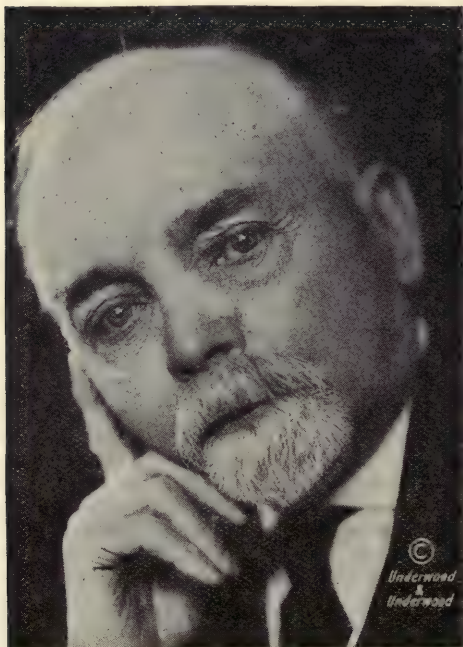
N. Y. He was educated at the Wesleyan University of Connecticut. The LL.D. degree was conferred upon him there in 1892 and again at Syracuse in 1911.

In 1869, Judge Knapp was admitted to the New York bar. Between 1877 and 1883 he was corporation counsel of Syracuse, and in February, 1891, President Harrison appointed him a member of the Interstate Commerce Commission. He was reappointed commissioner by President Cleveland in February, 1897, and by President Roosevelt in 1902 and 1908. He was made chairman of the commission in 1898.

As *ex officio* mediator under the Erdman Act, Judge Knapp was prominent in the settlement of railway labor disputes. He was appointed additional circuit judge by President Taft and assigned for five years to the United States Commerce Court as presiding judge. He assumed the duties of that office December 31, 1910, and resigned from the Interstate Commerce Commission at the same time. Later he was appointed mediator for two years under the amended Erdman Act. When the Newlands Act of 1913 superseded the Erdman Act, President Wilson appointed Judge Knapp to the Board of Mediators and Conciliation which was created.

Upon the dissolution of the Commerce Court, December 31, 1913, Judge Knapp was assigned by the chief justice to the Circuit Court of Appeals of the fourth judicial district.

If you can look into the seeds of time, and say which will grow, and which will not, speak then to me.—*Macbeth.*



Judge Martin A. Knapp

HOUSE PLANS FOR OUR READERS

Concrete

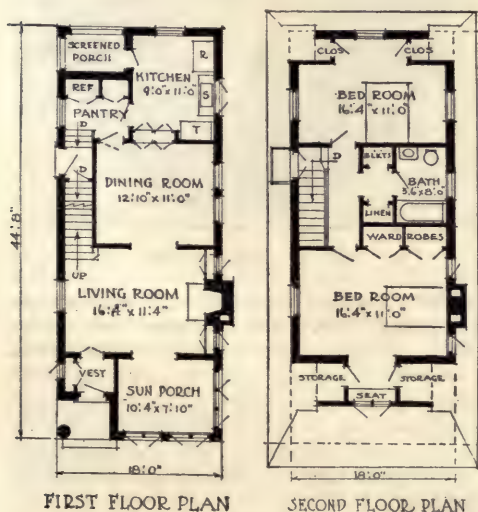
The Glastonbury (J. T. Pomeroy, architect, Chicago) is a delightful house for the narrow lot. As shown herewith, this Dutch colonial house can be placed very comfortably on a 30-foot lot and can even be used on a 25-foot lot without crowding. There is a real art in making a slender house look well proportioned inside and out. Three features save this house from having a pinched look: First, it is built close to the ground; second, it has lawn on both sides, and third, the skillful handling of the red asbestos shingle roof, particularly the broad expanse over the front entrance and sun parlor, adds to its beauty. A dis-

tinctive elevation, with the steeply pitched gable, will make it stand out from its commonplace neighbors.

It is remarkable what spacious rooms the architect has been able to contrive in this small home. Entering a small vestibule containing a good clothes closet, we pass into a living room the full width of the house, with fireplace and bookshelves at the farther end. Opening on the living room is a splendid sun porch, with bay windows that give a fine view up and down the street. The stairs ascend from the other end of the living room. Through a cased opening we proceed into a comfortable dining room. Beyond this is the small kitchen, with room for a breakfast table in the far corner, if desired. A screened porch opens from the kitchen at the rear.

Upstairs two fine bedrooms extend the full width of the house, each with windows on three sides. Between them is a well planned bathroom. The alcove nook in the front bedroom has a built-in window seat which may be used as a cedar chest.

This design is one of twenty-five plans appearing in an elaborate plan book published by the Portland Cement Association, 111 West Washington Street, Chicago. The plan book can be obtained from the editor for 50 cents a copy. A smaller booklet, called "Portland Cement Stucco," containing valuable data on that subject, including photographs of many attractive stucco houses, but not including plans, can be obtained free from the editor.



Traffic Man Replies to Critics of Rates

*Officer of Fruit Dispatch Company Advocates
"Closed Season" on Shooting at Railroads*

The following article, taken from the January-February, 1923, issue of *Fruit Dispatch*, published by the Fruit Dispatch Company, 17 Battery Place, New York City, was written by W. A. Schumacher, general traffic manager of that company.

ANYTHING that is "game," be it fish, flesh or fowl, has an open and a closed season, but for the railroads the season is always "open"—not that they come in the category of living things, but nevertheless they are objects of the popular sport of shooting at something.

If a hit is scored, that is so much good work done and the game goes merrily on.

I believe it is generally accepted as a truism that when our railroads are not prosperous the country is not prosperous. And how could it be otherwise, when we stop to consider that transportation is the second largest industry in this country and our health, happiness and prosperity are inextricably bound up in the efficient, adequate and smooth working of our national transportation machine. The railroads are among the largest purchasers of commodities of every description as well as large employers of labor, and their total expenditures for labor and supplies are responsible for payrolls totaling many millions of dollars, all in turn creating vast purchasing power available for other commodities necessary to the well-being and happiness of an army of employes and their dependents.

Why New Equipment Is Needed

If the railroads cannot earn enough to have a surplus after fixed expenses and operating costs have been satisfied they cannot buy new equipment, engines and rails, enlarge facilities or create new ones; they begin to have "growing pains"—their plant becomes clogged and there is a tightness around the waistband that the shipper sees translated into car shortages, congestion, embargoes, permit systems and all the other symptoms of a transportation machine too small and inadequate to handle the business tendered and yet striving to "bring home the bacon."

So what's the use of talking about lower rates if the railroads cannot move the business already offered? What good is a lower rate if a shipper cannot get a car, or the railroads cannot move the car and deliver it at destination expeditiously? What we shippers want is *service*, and we want it when we want it—cars, schedules, yards,



W. A. Schumacher

delivery tracks, 'n' everything. And we are not going to get them without paying for them. Transportation does not differ from any other business enterprise. The rewards (efficient transportation or otherwise) are in proportion to what we put into it—we cannot draw out more from the bank than we deposit, and we cannot get something for nothing.

As a matter of fact, how many of us really care what the *rate* is? How many of us know whether it is 5 cents too high or 5 cents too low? Isn't a *relative adjustment* the thing we are after and really need? Would you sell more or less fruit or vegetables on a lower rate if your relative adjustment were wrong and in comparison with competitors you were still too high? No; you would still be "out of luck," and your entire operation would be hampered until you could secure a proper relative adjustment. Then, no matter if your rate had been reduced or advanced, you could command your rightful share of the business because you would be on an even footing *relatively* with your competitors.

Railway Executives Mean Well

In company with many other, I think rates are too high, and in the course of time must come down, but I doubt if now

is the time to hamstring the railroads. We need more cars, more engines, more sidings and yards, more everything. Railway development has not kept pace with the growth of business and population in this country, and the reason isn't hard to find. They are over-regulated and under-nourished. Every time they get a tummy-ache or a little derangement of the alimentary tract someone rushes for the paregoric bottle in the shape of a new bill designed to correct this or that practice or compel some new one.

I don't think railway management is perfect, and there have been times when I thought it was puerile, but the great majority of executives are, I believe, striving earnestly to give the public efficient, adequate and prompt transportation with such tools as an indulgent Interstate Commerce Commission, forty-eight state regulatory bodies, the Labor Board, labor leaders, *et al*, will permit them to have. No wonder they begin to hedge when shippers start making proposals. Experience has taught them to be on their guard, to look for the bug under the chip. What we need, both shippers and railroads, is a liberal dose of old-fashioned faith. I am a firm believer in laying the cards down on the table and talking frankly. If both parties will do that, most situations can be ironed out to the satisfaction of all. Here is a good motto to follow, and it doesn't apply exclusively to the transportation field, either: First ascertain the facts; the remedy is usually self-evident.

Why Not a Closed Season?

It is unnecessary for me to quote figures of railway earnings—you are all more or less familiar with the fact that they have been, as a whole, far below what was necessary to enable the railroads to enlarge and extend their facilities so as to keep pace with the development of American industry, and we are now paying the penalty. I suggest a closed season for a time. Give the railroads a chance to catch up with the procession. An adequate car supply, prompt and safe movement and a transportation plant capable of handling a peak movement of any commodity at any time with reasonable despatch is worth more to shippers than any number of cut-rate tariffs that are only "paper" rates because the frantic shipper can get no service. When the time comes that substantial reductions in rates may be made, I hope to see no more horizontal reductions. Commodities that can bear a relatively high rate should be the last to be picked out for reductions. The heavy moving, basic commodities should come first, and care should be taken to readjust each class or group in all terri-

tories at the same time so that relative adjustments may be preserved.

In order to show in a few words where most of the trouble lies, I give below the average yearly increase in engines and cars in periods of seven years each:

	1901-1907	1908-1914	1915-1921
Engines ..	2,500	1,500	275
Cars	90,000	50,000	6,000

Read the figures and weep. And don't forget that during all this time business has been increasing tremendously. It is time for business men to look at this situation in its larger aspects and to try to help the railroads to get back on their feet. Don't be afraid they will make too much money. The Interstate Commerce Commission will take care of that, but in the meantime you want efficient and adequate transportation when you want it and, whether you know it or not, what you really need in a *relative adjustment* of rates. The measure of the rate is not half so important as it seems.

Let's call for a closed season and start to do a little boosting.

PROMOTION

I have found that when stars drop out successors are usually at hand to fill their places; and successors are merely men who have learned by application and self-discipline to get full production from an average, normal brain. There is not a man in high place at the Bethlehem Steel Works who did not work his way up from the bottom, round by round. And the promotion in every instance was due to the fact that the man promoted always did his work a little better, a little more effectively than the others around him.—CHARLES M. SCHWAB.

HER DEATH A SHOCK

Rae Wickham's death on January 6 came as a great shock to all fellow employes at Illinois Central Station, Chicago. She left her post full of hope and courage on January 3 and entered the Illinois Central Hospital for an operation, from which she never recovered.

Miss Wickham had been in the service for three years. She worked as a stenographer in the purchasing department



Rae Wickham

at Central Station, then for six months in the office of the general storekeeper at Burnside, later returning to the purchasing department. She was afterward transferred to the car service bureau, where she was employed at the time of her death.

Funeral services were held in Oakwoods Cemetery chapel Monday afternoon, January 8. All the local employees of the car service bureau and several employees of the purchasing department attended the funeral.

Miss Wickham leaves two sisters, Miss Merry Roy Wickham and Mrs. Hazel Wildes, and a little brother, Frank. Her

one great ambition was to see Frank through high school and college.

The days come and go like muffled and veiled figures sent from a distant friendly party; but they say nothing, and if you do not use the gifts they bring, they carry them as silently away.—EMERSON.

The weakest among us has a gift, however seemingly trivial, which is peculiar to him, and which, worthily used, will be a gift also to his race.—RUSKIN.

NEWS OF THE DIVISIONS

AROUND CHICAGO

General Offices, 12th Street

Miss Margaret Walsh and "Doc" Pettit of the office of the general superintendent of transportation were married at St. Cyril's Church, 64th Street and Dante Avenue, January 27. After the ceremony a reception was held at the bride's home. The attendants were Miss Irene Morrison and the bride's brother, Jack. The bride wore a white gown of canton crepe and a head-dress of silver and jade green, while the bridesmaid's gown was of orchid canton crepe. The newlyweds were presented with a useful gift by their many friends in the office, who wish them much happiness. They have been at home since February 1 at 2610 East 75th Street.

CHICAGO TERMINAL

E. C. Harper

Chief Accountant

Burnside Shops

(William Faber)

Boynt ("Nick") Lundgren announces the birth of a baby girl on Saturday, February 3. Both mother and baby are in the best of health.

Our assistant timekeeper, Andrew Speller, has left Burnside to accept a position at 27th Street as timekeeper.

Here's Loyalty to Service

A. Bernard, superintendent of passenger service, Chicago terminal, writes: "As a striking example of the loyalty and co-operation of passenger service employees, I desire to call attention to the fact that the following employees called on me after completing their regular assigned tour of service in the coach yard Saturday, February 17, when a severe blizzard was raging, and volunteered their services sweeping snow out of switches or off station platforms or performing any other services that would assist in keeping up the passenger service: R. S. Murphy, E. A. Scott, George Diets, W. E. Jones, J. Miller, W. L. Jones, F. C. Funderburg and A. Mitchell, switchmen; Earnest Hynes and R. W. Medill, clerks.

With sincere regret we announce the death of Peter Johnson, father of Elmer Johnson, foreman of the upholstery shop, Burnside.

Suburban Trainmen

(A. E. Johnson)

The wives of the conductors employed on the Chicago district have organized an auxiliary to Woodlawn Division No. 327, O. R. C., and have named it after our crack train, the Floridan.

Randolph Street Station

(Marion Pressler)

A daughter was born to Mr. and Mrs. D. C. Gaghagen on January 10. Mr. Caghagen is towerman at Blue Island Junction tower.

Those who were unable to be present at the fuel meeting held under the auspices of the passenger service department should be on the look-out for the announcement of the next special meeting, which will be on another subject and, we hope, as interesting as the last. All are invited.

A few days ago Flagman Boeschel learned of a party of fifty that was planning a trip from South Chicago to Chicago and return, February 17, via another line. He got in touch with those in charge, solicited them via our line and promised to try to get a car assigned for their use. We assigned the rear car of train No. 243, and the party used our line.

Robert Schwenck, switch tender, discovered a broken rail on track No. 4 at 64th Street at 8 a. m., February 3 and immediately flagged all trains and notified the section men.



This is Miss Helen Burda, who recently returned from a three months' tour of France, Germany and Czechoslovakia, leaving New York September 2 and returning there December 9. Miss Burda is employed in the office of Chief Surgeon G. G. Dowdall at Chicago. While in Europe she visited Bremen and Dresden, Germany; Prague, Czechoslovakia, and Paris, Versailles and Orleans, France.

Harvey, Ill.
(F. W. Wright)

L. V. Cole, ticket agent at Harvey, entered the Illinois Central Hospital on January 20 for treatment. H. H. Evers is filling the position during Mr. Cole's absence.

Roundsman A. A. Bouk has returned to his duties after a successful operation for the removal of his tonsils.

ILLINOIS DIVISION

Iva Phipps

Office of Superintendent

Mr. and Mrs. G. H. Kermeen are the proud parents of a 9-pound boy, born February 8. Mr. Kermeen is an accountant in the superintendent's office.

L. E. Brown, clerk to Supervising Agent Kabbes, has returned home after having undergone an operation for appendicitis in the Illinois Central Hospital at Chicago.

Miss Tula Woolard has accepted a position as stenographer in the accounting department.

Miss Lucille Koover has accepted a position as comptometer operator in the accounting department at Champaign.

G. H. Strauss has been appointed chief clerk to Superintendent Hevron. N. L. Richmond, formerly clerk to Trainmaster J. T. Stanford, succeeds Mr. Strauss as assistant chief clerk. Mr. Richmond was succeeded by W. E. Donaldson.

Champaign Yard Office

(Grayce Ferguson)

Assistant Yardmaster Frank Menifee has returned to work after an absence of more than two weeks, due to illness. W. J. Fielding acted as assistant yardmaster during Mr. Menifee's absence.

C. F. Orcutt, switchman, is off duty on account of being severely injured.

Conductor Flora recently lost his mother.

Kankakee Freight Office

(J. M. Purtil)

W. F. Hardgrove, who was employed here as switchman for eighteen years, now retired on pension, has moved to Peoria, Ill., where he will make his future home.

During January, nineteen exceptions were charged against Kankakee loading. By taking up and handling each exception to a conclusion, we were successful in getting cancellations for eight from Mr. Richmond's office.

The freight office has been given a general cleaning and painting throughout and looks like new. The force feels proud of such a nice office and takes pride in keeping everything in a neat and orderly condition.

On January 1 a new yard office was opened up at Hospital yard, with Yard Clerks Walter Cox, Thomas Overton and Hallie Damron in charge. This will greatly facilitate the movement of cars.

The old yard office at the junction, which has been in use there for many years, will soon be a thing of the past, as a new one is being built just north of the roundhouse. Yardmasters Damon and Brayton will be glad to get into new quarters.

A new 300-ton track scale has been installed in the North yard. This is one of the best scales on the system and is equipped with a type-registering beam.

Work has begun on the extension of the new third main track between Kankakee and Otto. When completed, this will give service on this track from Otto to North Junction and will greatly relieve the congestion of trains in and around Kankakee.

A NEWS-GATHERER



Miss Claire Pimm, Louisiana division editor for the Illinois Central Magazine, attended the McComb, Miss., schools and was graduated from the high school in 1915. She attended the commercial department of Mrs. W. S. Marks' School at McComb in 1916 and entered the service of the Illinois Central April 10, 1917, as a stenographer in the division storekeeper's office at Memphis, Tenn. She accepted a position as efficiency clerk in the master mechanic's office at Memphis in September, 1918, but resigned November 15 to accept a position as stenographer in the superintendent's office, New Orleans terminal. She held various positions in the superintendent's office until April 5, 1920, when she was transferred to the Louisiana division as clerk to the supervising agent. On November 15, 1922, she accepted a position as clerk in the chief dispatcher's office at McComb.

The Lehigh Stone Company is making extensive additions and improvements at its quarry at Lehigh, Ill., and expects to be in full operation by March 1.

Mrs. Beauchamp, wife of Napoleon Beauchamp, trucker, was operated on recently at the Emergency Hospital. We are glad to learn she is improving.

Thomas Carey, Illinois division supervisor with territory extending from Mile Post 196 to Branch Junction, passed away February 8 at his home on South Banker Street, Effingham, Ill., of pneumonia. He was born in Watertown, New York, February 25, 1858.

For forty years he had been a faithful employe of the Illinois Central. For twenty-eight years he had worked as section laborer, brakeman, section fore-



Thomas Carey

man and extra gang foreman. He was made supervisor in June, 1913.

Mr. Carey is survived by his faithful wife, two sons, Donald of Madison, Wis., and J. J. of Niagara Falls, N. Y.; three daughters, Mrs. Corena Ludwig of Effingham and Misses Loretta and Marie at home; one brother, James, of Manchester, Iowa; four sisters, Miss Mary Carey and Mrs. Martha Kammer of Scales Mound, Ill.; Mrs. William Gilbert of East Dubuque, Ill., and Mrs. Henry Berrigan of Council Bluffs, Iowa; and one granddaughter, Madeline Carey.

Funeral services were held at Effingham, after which the body was taken to Dubuque, Iowa, for burial.

INDIANA DIVISION

Florence McShahe

Secretary to Superintendent

Superintendent's Office, Mattoon, Ill.

(Zella MacNair Rose)

In last month's issue of the magazine the statement was made that Supervising Agent Walker had been operated on for appendicitis in the Illinois Central Hospital, Chicago. This stands for correction. Mr. Walker was in the hospital at Chicago, but after having several days' treatment he returned home without being operated on. Later he became ill again, and went to Olney Sanitarium and was operated on. He is convalescing.

Zella MacNair Rose of the superintendent's office has returned from the Illinois Central Hospital, Chicago, having had her tonsils removed.

A quiet wedding took place Saturday evening, February 10, at the home of Mrs. E. L. Habison, 801 South Robb Street, Robinson, Ill., when her daughter, Miss Flossie, was united in marriage to C. R. Eaton, cashier for the Illinois Central at Robinson. The ceremony was performed by the Rev. H. W. White of the Presbyterian Church in the presence of the contracting parties' relatives. After the ceremony a dainty luncheon was served. The newlyweds immediately left over the Illinois Central for New Orleans, La., and other points in the South to spend their honeymoon. Upon returning they went to housekeeping on Eaton Street, in a home which had previously been made ready. They will be at home to their friends after March 15.

Accounting Department, Mattoon, Ill.

(Noriene Quinn)

Winston A. Darnell of the accounting force is in possession of a director's diploma from the H. A. Vander Cook School of Band & Orchestra Directors, Chicago, of which he is proud. Mr. Darnell is director of the Mattoon Rotary Club Boys' Band, a picture of which appeared several months ago in our magazine. On February 22 the Boys' Band gave a concert at the Presbyterian Church, Mattoon.

Mrs. A. C. Wilcox, wife of our chief accountant, left for Jacksonville, Fla., early in February to

attend the wedding of her nephew, J. W. Ackerman, in that city, February 12.

Born to Accountant and Mrs. Maring Crane on January 16 a son, John William.

Mrs. C. W. Stephenson, wife of our timekeeper, is gradually recovering from the fall she had at Evansville in December.

Office of Trainmaster, Mattoon, Ill.

(Essie Reams)

Mrs. J. V. Fitch, wife of Passenger Conductor Fitch on the Peoria-Mattoon districts, died at her home in Mattoon, Ill., February 2, 1923, after a prolonged illness of typhoid fever. She was getting along satisfactorily until a few days before her death, when it was found that her heart had been weakened by the severe illness, which she was unable to throw off. Mrs. Fitch was born in Bracken County, Kentucky, in 1858, moved to Shelbyville, Ill., while a small child, and in a few years to Mattoon, where she lived the rest of her life. She was married to Mr. Fitch in 1879. She is survived, besides her husband, by three children—Mrs. John Reynolds of Mattoon, Mrs. John Bridgman of Seattle, Wash., and H. C. Fitch of Indianapolis, Ind., who is also an Illinois Central passenger conductor on the Indianapolis-Effingham districts. Mrs. Fitch was a member of the Eastern Star and of the Presbyterian Church. For several years she taught a large class of girls, of which the writer was a member, and I am sure that in the heart of each one of those girls is a niche which will always be hers.

Office of Master Mechanic, Mattoon, Ill.

(Flora Adrian)

A new gap axle lathe has recently been installed at Mattoon shops.

The Association of Machinists at Mattoon held a business and social meeting on February 6, which was a very enjoyable affair. After the business part of the meeting, refreshments of ice cream and cake were served. Several of the division officers attended and made short talks.

Leo S. Jobe, clerk at Palestine roundhouse, and Mrs. Jobe were called to Mattoon recently by the death of Mrs. Jobe's father, Mr. Cowton.

Aubrey L. Tate, clerk in the office of the master mechanic, got up in a hurry a few mornings ago when the roof of his home caught on fire.

Chief Dispatcher's Office, Mattoon, Ill.

(W. C. Scott)

Chief Dispatcher A. C. Freigo made an inspection trip over the entire system with the chief dispatchers' committee. Dispatcher Bledsoe acted as chief in Mr. Freigo's absence, and Dispatcher Bosley worked first trick, Peoria district, in place of Mr. Bledsoe.

Dispatcher and Mrs. C. V. Whitesitt recently purchased a new home in Mattoon.

Miss Vic Gustafson, clerk, is back at her desk after a course of treatment in the Illinois Central Hospital, Chicago.

Agent and Mrs. M. S. Hacker, Rose Hill, Ill., are the proud parents of a baby girl born recently.

Agent B. B. Knight, Lerna, Ill., has been on the sick list for several days, extra Agent Stinson relieving him.

Agent W. E. Gladville, Stewartsville, Ind., is the owner of a new motor car.

Trainmasters Keene and Vane have been holding several classes recently, reviewing the Book of Rules.

Operator R. V. Cowling, second trick at Morgantown, Ind., is on the sick list, Operator Snow relieving him.

Lineman E. A. Berningers' territory has been extended to include both the Indiana and Springfield divisions, with title of district foreman—headquarters still at Mattoon. Previously he had a district on the Indiana division. He is succeeded as lineman on the Indiana division by Fred Williams, from the Springfield division.

Trainmaster's Office, Palestine, Ill.
(Blanche Pugh)

Miss Olive Gibler, clerk, has resigned. She is succeeded by Miss Blanche Pugh.

Agent's Office, Mattoon, Ill.
(W. P. Wooldridge)

M. Dorsey, agent, has reported for work, having returned February 4 from an extended leave of absence. He visited Tacoma, Wash., San Francisco and Los Angeles, Cal., and Phoenix, Ariz.

A. E. Rust, clerk, who has been on a ninety days' leave of absence, has decided to leave the service of the Illinois Central.

Agent's Office, Indianapolis, Ind.
(Margaret Clifford)

When James Hyland, inspector, who is a great bird and animal fancier, is not busy inspecting freight



Some of James Hyland's livestock

at Indianapolis, he is home taking care of his fine lot of Airedale dogs and white Leghorn chickens.

Miss Lena Schmoll, stenographer at the local office for six years, left the service recently to take a position with the Martin Parry Corporation. The girls entertained for Miss Schmoll with a farewell "spread" the day before her departure.

Roadmaster's Office, Mattoon, Ill.
(Bonnie Snorgrass)

Supervisor Cordier of the Mattoon district, with headquarters at Newton, Ill., has been off duty on account of illness since the first of January.

The following section foremen have been given favorable mention on their efficiency record cards: Barney Lundy, reporting brake rod dragging under C. M. & St. P.-501249; J. W. Allen, discovering broken wheel on Frisco-80014.

Agent's Office, Evansville, Ind.
(A. W. Walling)

John T. Duffy, watchman at Evansville for the last fifteen years, dropped dead in Chicago February 7. Mr. Duffy had been afflicted with heart trouble the last few years, but not seriously enough to keep him from working regularly, until a short time before his death. He went to Chicago to enter

the Illinois Central Hospital for treatment. He is survived by his wife and one daughter.

The following letter has been received from Mrs. Ressie Wesner, wife of O. O. Wesner, who met with an injury in the Palestine shops early in January, from which he died January 3:

"I wish, through the magazine, to thank the officers and members of Mattoon Local No. 16, Association of Car Men, Helpers and Apprentices, for the gift check received January 20, and I assure you that it was appreciated and accepted in the same spirit in which I know it was given. I shall never forget the many acts of kindness bestowed by the men of this organization at Palestine during the illness and death of my husband.

"I presume that you will be glad to know that my claim was handled promptly and that a most satisfactory settlement was made.

"I shall also take advantage of this opportunity to thank the officers and employes of Palestine shops for the beautiful floral offering and financial aid.

"And, lastly, I wish to thank the company surgeons who waited on my husband so attentively during his illness."

During October, 1922, an inspection was made of the Indiana division by Health Officer Beach. There were but two stations on the division that were absolutely free from criticism—Willow Hill and West Liberty, Ill. These two stations were complimented by Supervising Agent Walker, and the following letters from them show their appreciation of the just praise.

Agent W. O. Heuring of West Liberty wrote:

"Your letter addressed to Mr. Hardwick of Willow Hill and myself in regard to the inspection by the health officer during October has been received, and I am very glad to see that my station was given special mention. However, I'm sorry the division in general made such a poor showing.

"Sometimes I get discouraged with this old tumble-down shack; I feel like letting it go and not trying, as you know it is an old relic of the old C., H. & D.; but when we receive reports from inspectors and officials like the letter, I am made to feel that my efforts are not in vain, and I want you to know I appreciate such reports very highly."

Agent J. H. Hardwick of Willow Hill wrote:

"I wish to state the fact that I am surely proud and somewhat puffed up to know that I am one of the two on the Indiana division of the Illinois Central who were given due credit for cleanliness in and around stations, I wish to state further that this cleanliness is kept up and the work done by my clerk and myself—no station cleaner is needed here.

"I surely appreciate the fact that we are clean and sanitary."

SPRINGFIELD DIVISION
Della Morrison Office of Superintendent

Trainmaster's Office, Clinton, Ill.
(Clara Hoyt)

The Springfield division lost one of its best conductors in the death of O. R. McClelland, who passed away at the John Warner Hospital Friday evening, January 26, when he was being treated to overcome a cerebral hemorrhage which he suffered December 19 while working at Pana, Ill. Mr. McClelland was born August 28, 1868, at Central City, Ill., where he resided until he was 21 years of age, when he entered the service of this company as a brakeman. He was promoted to conductor in December, 1895, and had served as passenger conductor on runs Nos. 105 and 102 for two years. Conductor McClelland gave the Illinois Central thirty-three years of effi-

One Hundred Seven

cient service, and his record was an exceptionally good one. He had a host of friends throughout the division. He is survived by his widow, two children, a brother, Conductor Marion McClelland of Champaign, and a sister, Mrs. Thomas Burke of Clinton.

A special train carrying members of the Illinois Legislature was handled from Springfield to Champaign February 7 in charge of Engineer Richard Oakman and Conductor J. J. Millan. The trip was made for the purpose of inspecting buildings and looking over proposed improvements at the university.

Conductor C. S. Steger and family have moved to Clinton from Pana, Ill. Mr. Steger has been assigned to passenger runs Nos. 105 and 102 made vacant by the death of Conductor O. R. McClelland.

Yard Clerk R. J. Conroy has been granted an additional leave of absence of ninety days to continue his duties as vice general chairman for the Brotherhood of Railway Clerks.

Conductor J. J. Millan recently relieved Conductor J. Lovell on runs Nos. 517 and 518 while the latter was in Chicago on committee work for the O. R. C.

Meetings were held at Clinton for first ten days of February with all train, engine and yard employees relative to the importance of complying with the Transportation Rules. The meetings were conducted by Trainmaster Walker, assisted by other division officials.

Brakemen R. Reeves and F. J. Franek passed examinations for promotion to conductor on January 28.

Harry Zimmerli, switch tender, is the proud father of a fine girl, Joyce Harriett, who arrived January 14.

Friday, February 9, the Springfield division handled over the Clinton district the first train of sixty cars of oil moving from Casper, Wyo., via Dixon to North Baton Rouge, La. The train was in charge of Engineer Potter and Conductor Bess.

Transportation Inspectors Lindrew and Dodge held meetings in their car February 12 and 13 relative to fuel conservation.

L. R. Carpenter of Lima, Ohio, died in Kissimmee, Fla., on January 27. Mr. Carpenter entered the service of the Illinois Central in 1890 as a brakeman and was later promoted to conductor, which title he held up to the time he received his pension in 1915, after having been in service for twenty-five years. Mr. and Mrs. Carpenter then moved to Lima, Ohio, to make their home. At the time of his death they were on a pleasure trip at Kissimmee, where they had been spending their winters during the last several years. When a very young man Mr. Carpenter answered the call of his country and was in many engagements and battles during the Civil War. At the time of his death, though 78 years of age, he was planning a trip that would take him over the territory through which he tramped as a Union soldier in 1860-1864. Funeral services for Mr. Carpenter were held in DuQuoin, Ill., January 31.

One Hundred Eight



O. R. McClelland

Clinton, Ill., Shops (Flora Drago)

C. E. Hicks, employed at Clinton shops as cinder pit man, died at the John Warner Hospital January 20. He was operated upon for appendicitis and died about one week later. The body was taken to Ramsey, Ill., for burial. Mr. Hicks will be greatly missed at Clinton shops, as he was a very faithful employee.

Engineer J. P. Meehan is out of service and has gone to Hot Springs, Ark., for several weeks on account of his health.

James Smith, machinist, is out of service on account of a serious accident resulting in a badly mashed foot.

Mack Williams, fireman, has returned to work after an absence on account of sickness.

Chief Dispatcher's Office, Clinton, Ill. (Gladys Westerholt)

On Saturday, February 10, occurred the death of Mrs. Emily Crum, aged 84 years. Mrs. Crum, together with other citizens, took an active part in the building of the Illinois Central Railroad between Bloomington and Clinton. For some time she was connected with the commissary department for boarding graders. She was accustomed to tell of many interesting events connected with the construction of the Illinois Central in this territory.

H. C. Moyer, operator at East Grand Avenue, returned to service February 16 after taking a two months' leave of absence in California.

R. F. Deveney, third trick operator at Kenney, is back from Glen Rock, Pa., where he was called by the illness of his father.

Jess Vallow, formerly a dispatcher at Clinton, visited all the division offices the first part of February, having been called to Clinton by the death of a relative.

Road Department, Clinton, Ill. (John Phillips)

Effective February 1, 1923, W. J. Apperson was appointed assistant engineer of the Springfield division, with headquarters at Clinton, succeeding J. W. Swartz, who was made a resident engineer at Central City, Ky. Mr. Swartz came to this division in 1919 as assistant engineer, immediately after his separation from the military service, and proved to be one of the best assistant engineers we ever had. He was a second lieutenant in the Engineering Corps during the war and saw service overseas. Prior to being commissioned in 1918, he was assistant engineer at Freeport, Ill. He will move his family from Clinton to Central City in the near future. Mr. Apperson has been instrumentman-accountant on the Springfield division since June 1, 1919, coming to this station after his discharge from United States service in 1919. He served in the war as a captain in the field artillery and saw service in France. J. H. Brooks was assigned to be instrumentman-accountant, relieving Mr. Apperson. He was formerly employed as instrumentman on the Vicksburg division.

Francis Keene, a representative of the Standard Oil Company, was on the Springfield division the first week of the month explaining to supervisors and foremen the merits of the oil which is now being used in our switch and signal lamps.

Roadmaster Russell and Road Supervisors Cheek, Wood, Johnson and Doyle were at Vernon, Ill., February 8 to witness a demonstration by a representative of the Railway Equipment Company in the use of a track-laying machine.

John McCann, pensioned section foreman, died at his home at Chestnut, Ill., February 7, following a severe attack of pneumonia. Funeral services were conducted at St. John's Catholic Church, Clinton, Ill., February 9, the Rev. S. N. Moore officiating. Pallbearers were Colonel William Hart, John Hart,

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John Hamilton, Joseph Mahon, James Hewitt and James Dooley, all of Clinton.

Mr. McCann was born in Ireland on January 6, 1839, and at the time of his death was 84 years of age. When he was 12 years old he came to this country with his parents and settled with them at Fulton, N. Y. On February 4, 1864, he married Miss Ellen Ducey, also a native of Ireland, at Fulton, N. Y. To this union thirteen children were born, four of whom preceded Mr. McCann in death.

In 1868 Mr. and Mrs. McCann moved to Illinois and located on a farm near Wapella. On April 1 of the following year he entered the employ of the Illinois Central as a section laborer at Wapella, in which capacity he remained until December 5, 1871. On that date he was made section foreman at Chestnut, a position he held until his retirement on pension February 1, 1907. Mr. McCann had thirty-eight years of continuous service.

On February 4, 1914, Mr. and Mrs. McCann celebrated their golden wedding anniversary at Chestnut. The *Clinton Weekly Public* of Thursday, February 12, 1914, which gave a concise write-up of the celebration, reported:

"Just about the time the speechmaking was ended, there was a knock on the door and a messenger boy appeared with an envelope which was handed to Mr. McCann. It proved to be a message from Buenos Aires, South America, congratulating the couple on their fiftieth wedding anniversary and expressing appreciation of the fact that they had lived up to his ideals in regard to the prevention of race suicide. The message was from Theodore Roosevelt, and although Mr. McCann had been a Democrat from his early youth he was greatly pleased with the fact that he had won the favor of a former president of the United States, even if Colonel Roosevelt had become a Bull Mooser."

Mr. McCann is survived by Mrs. McCann and the following sons and daughters: Mrs. Christina Suede-meier, Chestnut; Mrs. W. B. Allen, Champaign; Mrs. H. B. Finnigan, Gibson City; Mrs. E. J. White-man, Clinton; Frank, William and Raymond, Chestnut; Edward, Springfield; Daniel J., Clinton.

Freight Department, Clinton, Ill.

(Anna E. Murphy)

V. Pritchett, trucker, who has been ill for several days, has returned to work.

George Crum, trucker, has been off duty on account of a broken finger.

G. W. White, stowman, is planning to move to Vernon, Ill., soon to make that his home.

Tom Hart has been off duty for several days on account of sickness.

Store Department, Clinton, Ill.

(Esther Jones)

Miss Madeline Bradley, who for more than two years was employed in the office of the division storekeeper at the Illinois Central shops at Clinton, died at the home of her parents, Mr. and Mrs. Curtis Bradley, at Vandalia, Ill., Thursday, January 13. Her death was due to complications developing

from influenza contracted in Clinton two years ago. She was one of a family of four children and was born at Vandalia October 4, 1894. She received her education in the Vandalia grade school and also attended high school, being graduated with the class of 1913. Following her graduation she went to St. Louis, where she lived two years, later returning to Vandalia to re-enter the high school and take a commercial course. She was employed in various offices in Vandalia and then came to Clinton, having obtained a stenographic position at the shops, where she worked until taken ill. Surviving are her parents, one sister, Flossie, and a brother, Omar. Two brothers preceded her in death, Berkley E. and Fred, the latter dying from the same cause on December 28, 1922. Miss Bradley was a member of the Rebekah lodge and the Methodist Episcopal Church. Funeral services were conducted at the home Sunday, January 21. Burial was in the Vandalia cemetery.

General Foreman's Office, Clinton, Ill.

(C. E. Gray)

Engine No. 113 has been received on the Springfield division and placed in switching service at Vandalia. This engine replaces No. 139.

William Lane, veteran car inspector at Clinton, who has been retired on pension after many years of faithful service with the Illinois Central Railroad, entered the service August 18, 1888. Upon his retirement Mr. Lane reported that it had been a pleasure to serve under such supervisory officials as there are at this point.

Fred J. Holsinger, general foreman, recently purchased a new motor car, a sedan, of which he is very proud.

R. T. Ohley, assistant day roundhouse foreman, was off duty a few days recently on account of injuries.

John J. Morgan, day roundhouse foreman, has returned to duty after a brief absence on account of illness.

Work on the new machine shop being installed in the North yards at Clinton is progressing rapidly. New machines being installed are a drill press, a bolt cutter and an air compressor.



John McCann

ST. LOUIS DIVISION

J. W. Brown

Office of Superintendent

Scott Atkins, fifty years a resident of Carbondale, Ill., a lawyer and real estate man, died January 29. He leaves two sons who work for the Illinois Central: Engineer Robert Atkins, Carbondale, and Harry Atkins, dispatcher, now located on the Illinois division. Mr. Atkins was buried at Carbondale.

William Milligan, percentage clerk in Superintendent Atwill's office, was away for a day or so recently on account of illness.

D. C. Sadler, electrician, Carbondale shops, recently married Miss Helen Brown, Anna, Ill. Mrs. Sadler was graduated from one of the leading conservatories of music at Chicago and is widely known as a talented musician, both vocal and instrumental. They will make their home in Carbondale.

Joseph Hewitt, formerly record writer, car department, Carbondale, has resigned to accept a position with the Metropolitan Life Insurance Company, Carbondale.

H. C. Larson, Jr., clerk to Road Supervisor Parks, East St. Louis, recently married Miss Helen Dobson, Carlyle, Ill. Mrs. Larson is teaching in the Carlyle schools. They will reside in East St. Louis.

Frank Rauch, car distributor, has been away from duty for a few days on account of sickness. The chief dispatcher's clerk, Fred M. Hobbs, is taking care of Mr. Rauch's work, and Operator Casberre is on Mr. Hobbs' position temporarily.

C. E. Feirich, local attorney, Carbondale, and Mrs.

Feirich recently made an extended visit in Florida, returning February 7.

Born February 6 to Mr. and Mrs. Mel A. Bastin, an 8½-pound boy. Mr. Bastin is a yard clerk at Carbondale, and Mrs. Bastin is the daughter of Trick Dispatcher George Robinson, Carbondale.

Hiram Neely and Miss Goldie Faughn were married at the home of the bride's parents, Mr. and Mrs. Frank Faughn, Metropolis, Ill., recently. Mr. Neely is a fireman on the Illinois Central. Miss Faughn was stenographer in the office of Toof & Toof, Paducah, Ky., until her marriage.

Miss Florence Hileman, yard clerk, Mounds, has been away from duty several days recently on account of the serious illness of her sister.

The twenty-eighth annual session of the Illinois Farmers' Institute and Department of Household Science was held in Belleville, Ill., February 21 to 23, inclusive. Many noted agricultural and household science speakers were on the program.

H. E. Stout, caller, has taken a position as tonnage clerk in the division office, Carbondale.

The division office basketball team is still going well, adding victories to its list.

A. E. Owsley, national commander of the American Legion, and party spent several hours in Carbondale February 15. A splendid banquet was given them at the new Methodist Church, which was dedicated Sunday, February 11. After the banquet Mr. Owsley spoke to a large audience in the auditorium of the Southern Illinois Normal University.

Freight Office, Benton, Ill. (W. D. Brotherton)

Illinois Central employees are doing their part at Benton, Ill., toward the "safety first" move which is now on. Car Repairman Gabe Shehorn, while going home from his work on February 7, detected a brake hanger down on a Grand Trunk car. He stopped the train and repaired the car, thus eliminating what might have caused an accident. This was done after he was off duty. All employees are on a close look-out for defects on cars and engines, as they do not want to see any personal injuries or accidents.

Conductor F. E. Hegler has reported for duty, after being off duty two weeks on account of sickness.

Conductor O. A. Bartley has been in Pinckneyville several days at the bedside of his 4-year old son, who has pneumonia.

C. F. Settlement, switchman at Benton, is doing his part toward cutting down expenses for the Illinois Central. He has turned over numerous angle cocks and air hose to the car department at Benton.

Brakeman D. Stalheber has been absent from duty about two weeks on account of the sickness and death of his mother.

The yard office at Benton has been moved from its location on First Street to one about two hundred yards west of the roundhouse. An additional room was added to the old structure to take care of the increasing size of the yardmaster's forces.

Car Repairman Gabe Shehorn at Benton turned in four angle cocks and four air hose which were picked up around Benton yards.

L. B. Watts, bill clerk at Pinckneyville, was in Benton February 12, at which time he purchased some furniture and made shipment of it to Pinckneyville, Ill. Mr. Watts, who was formerly warehouse foreman at Benton, assured us that he had no serious thoughts of matrimony.

Conductor O. A. Simmons returned from New Orleans February 10 and informed us that while there he purchased two race horses.

C. F. Settlement, switchman, and O. V. Carr, engine foreman, have thrown their hats into the ring for nomination to the office of commissioner in Benton.

Meetings of all employees were held at Benton February 4 and 5 by General Yardmaster P. E. Smith and Master Mechanic L. A. Kuhns, in the

interest of prevention of accidents. A good attendance of all concerned was made at both meetings.

Transportation Department, Centralia, Ill. (Grayce Baysinger)

George Reese, switchman, who was injured at Centralia while switching November 1 and is in the hospital at Chicago, is improving rapidly, being able to get around on crutches and out of the hospital every day.

Conductor Sam West, who underwent an operation at the Chicago hospital, has been discharged.

Hump Towerman Fred Gaiser, who was operated upon for appendicitis at the Chicago hospital, is improving.

The cars handled for Centralia terminal for January totaled 177,680. This exceeds the number of cars handled for any month in the history of the terminal. The largest total of cars handled for one day was on January 9, which showed a total of 6,582 cars. On January 29 1,838 cars were put over the hump, which was the peak movement of cars over the hump.

Conductor D. L. Carlyle has been transferred to Chicago, having accepted a position as traveling yardmaster under Terminal Superintendent A. M. Umsler.

Mechanical Department, Centralia, Ill. (Thelma Gilpin)

W. L. Becker, chief clerk in the master mechanic's office, surprised his friends at Centralia when he and Miss Augusta Reh, also of Centralia, were married on January 17. They spent a two weeks' honeymoon in New Orleans and other points in the South. Mr. Becker has been chief clerk in the master mechanic's office for more than five years.

Edward Remacle, formerly a machinist at Centralia, has been appointed assistant night foreman at Mounds, Ill.

Miss Maude Wallis, file clerk, returned February 19 from Hot Springs, Ark., where she spent several days with her father, who is there on account of his health.

D. W. Potts, boiler foreman at Centralia, went to the Illinois Central Hospital in Chicago on February 15 to have his tonsils removed.

Gang Foreman J. R. Stull of Centralia has been temporarily transferred to Mount Vernon, Ill., to oversee the building of new freight cars which are being built by the Mount Vernon Car Company for the Illinois Central.

O. E. Bogan, lead inspector at Centralia, has been assigned to the work of inspecting freight cars being built at Terre Haute, Ind.

Steel Car Foreman C. T. Hill has recently moved to his beautiful new home in Melrose Addition.

Miss Louise Bales, formerly a stenographer in the master mechanic's office at Centralia, but now employed in the general manager's office in Chicago, spent the week-end of February 10 at Centralia.

WISCONSIN DIVISION

J. A. O'Neill Office of Superintendent

Superintendent's Office, Freeport, Ill. (Theresa Johnson)

Miss Margaret Anna Wilson, clerk to the chief dispatcher, and Earl James Grace were married February 12 at St. Mary's Church by the Rev. Father Joseph Egan. The bride wore a dress of blue tulle, with paisley trimming, and a corsage bouquet of lilies of the valley and rosebuds. Charles and James Richards, sons of Chief Dispatcher C. O. Richards, sang "Oh, Promise Me," and Miss Harriet Cox of the superintendent's office sang "Ave Marie" and "At Dawning" during the nuptial mass. Fol-

lowing the ceremony a wedding breakfast was served to twenty-five guests at the home of the bride's parents, Mr. and Mrs. William Wilson, 811 South Benton Avenue. The table was decorated with crimson hearts, a basket of red roses and streamers of smilax. Mr. and Mrs. Grace have left for the East, where they will spend several weeks.

Andrew B. Tracy was appointed assistant cashier of the State Bank of Freeport February 1. Mr. Tracy is a son of the late John Tracy, who for many years was roadmaster for the Chicago, Milwaukee & St. Paul and one of the organizers and first directors of the State Bank. Mr. Tracy is a former Illinois Central employe, having been in our service for fourteen years, entering the service as a clerk in the freight office, his last position with the company being that of chief clerk to Superintendent Dignan. For the last two years he has been employed as office manager of the Stephens Motor Works of this city.

Walter Tappe of the accounting department, who has been alderman of the Fifth ward for the last two years, is a candidate for re-election.

Catherine Rodemeier, accountant, had her tonsils removed in the Illinois Central Hospital, Chicago, the first of the month and has resumed work, feeling very much better.

The Wisconsin division made a remarkable record in handling 162,460 cars in the various yards without any yard damage in January. We have certainly begun the year right and hope to be able to keep up this good work. L. L. Earnist, general yardmaster at Freeport, and A. A. Carmichael, agent and yardmaster at Amboy, deserve much credit for this commendable showing. Freeport yards handled 92,432 cars without any yard damage in January, and the Amboy yard has handled 223,482 cars since June 1 without any yard damage.

Road Department, Freeport, Ill.

(Frances Manion)

The marriage of John Smith and Miss Bridget Quinn took place Wednesday, February 7, at St. Catherine's Catholic Church, Freeport, Ill. Mr. Smith is employed as carpenter in the B. & B. department.

Favorable mention has been placed on the efficiency record of Charles Hurt, section foreman, La Salle, Ill., for discovering a loose wheel in train No. 171, engine No. 2919, at La Salle on December 22.

Assistant Section Foreman M. O'Brien has been confined to his home for the last two months on account of sickness.

Favorable entry has been made on the efficiency record of Assistant Foreman J. Lorenci, La Salle, Ill., for discovering a loose truck on MP-64012, train No. 172, January 3, at La Salle.

Charles Hurt has been appointed acting track supervisor on the North Amboy district, with headquarters at Freeport, vice Lawrence Conley, who is on leave of absence on account of sickness. Supervisor Conley, who has been confined to the Illinois Central Hospital at Chicago, has returned home, but as yet is unable to resume work.

Accounting Department, Freeport, Ill.

(Catherine Rodemeier)

A shower and banquet were given at the Brewster Grill on February 5 by the girls of the superintendent's and freight offices in honor of Miss Margaret Wilson, who was married on Monday, February 12, to E. J. Grace. There were about twenty present, and a delicious 5-course dinner was served. Red and white were the table decorations. Before each plate was a double heart holding a candle, which served as a place card. Miss Wilson was clerk to the chief dispatcher, and Mr. Grace is employed by the Crum & Forster insurance office, Freeport.

Freeport, Ill., Shops

John Krueger, coach cleaner at Freeport shops for the last twenty years, who is very conscientious
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in his work, is still looking after the interest of the patrons. On January 15 while cleaning coaches on a Dodgeville passenger train he discovered a pocket book lodged between a seat and the side of the coach. Investigation developed that the pocket book, which contained a sum of money and other valuables, belonged to Fred Penninston, a contractor of Argyle, Wis. The pocket book was sent to Mr. Penninston. Mr. Krueger recently has found several pocket books in coaches and made special efforts to locate the owners.

Andrew Richter, machinist at Freeport shops, has been promoted to assistant night roundhouse foreman.

John Shearer, tinner and steam fitter foreman, is still off duty on account of sickness.

All of the new machines recently authorized for Freeport shops have now been installed and are in good working order. They have added greatly to the efficiency of the shops at this point.

Daniel M. Reilly, general foreman at Amboy, who was given a leave of absence a few months ago on account of ill health, writes from Springfield, Ill., that he is still undergoing treatments, is getting along nicely and hopes to be with us in the near future.

MINNESOTA DIVISION

Lucille Sims

Secretary to Superintendent

Assistant Chief Dispatcher and Mrs. H. F. Weimer have returned from a pleasure trip to various winter resorts in Florida.

W. W. Wheaton has resumed his duties as agent at Masonville after a prolonged absence due to the illness and death of his father at Knoxville, Pa.

D. C. Burnside has been appointed agent at Raymond, Iowa; W. H. Weir, agent at Floyd, Iowa; J. P. Burke has returned to Myrtle, Minn., as agent.

Word from J. E. Davis indicates that he is spending a pleasant winter at Long Beach, Cal. He expects to resume his duties as operator at Waterloo about April 15.

E. D. Baylor is again on duty as agent at Peosta after several weeks' illness.

Yard Office, Waterloo, Iowa

(J. A. Joyner)

A large party of friends surprised Conductor and Mrs. P. J. Mulcay on the night of January 22 at their home in honor of their tenth wedding anniversary. A mock wedding was held, and Mr. and Mrs. Mulcay were used as the bride and groom. Mrs. J. A. McDonnell acted as minister. A mahogany davenport table was presented to Mr. and Mrs. Mulcay. The evening was spent with dancing and games.

Conductor Pat Joyce is confined to his home by serious illness. His run is being protected by Conductor F. A. Bradford.

Conductor T. H. Graham attended the B. of R. T. convention at Chicago.

Thirteen new steel underframe cabooses have been received and placed in service on the Iowa division.

The filling of the ice house at Waterloo was completed on February 3. Eighteen thousand tons of ice were carefully packed away for the icing of the perishable freight during the coming summer. It took 610 carloads of ice to fill the house and twelve days to handle them. The ice was all hauled into Waterloo from the Cedar River at Nashua, Iowa.

The Order of Railway Conductors held its annual ball in the K. C. Hall on February 8. There was a very good attendance.

The Ladies' Auxiliary of the B. of R. T. had a masquerade dance in the Ben Hur Hall on Tuesday, January 30. Mrs. P. L. Entwistle, wife of the ice house clerk at Waterloo, took a prize for the neatest costume, and Yard Clerk A. B. Magnusson took a prize for the best comedy make-up.

Mrs. J. A. McDonnell, wife of Brakeman McDon-

nell, is ill at her home with a slight attack of appendicitis.

Records show that there were 68,124 cars handled at Waterloo yard during January, 1923, as compared with 49,859 during January, 1922. We are boosting to make a better record for the entire year of 1923.

Store Department, Waterloo, Iowa

(W. E. Barnes)

Walter Decker, formerly clerk in the store department of the Waterloo, Cedar Falls & Northern Railway Company, Waterloo, has accepted a position as stockkeeper in this department at Waterloo.

Joseph Onn, stockkeeper at Cherokee, Iowa, was off duty several days with the old-time grip, but is now on duty again and reports he is getting along fine.

R. F. O'Haran, store department accountant, Waterloo, attended the general accountants' meeting of the Northern and Western lines held in Chicago, Thursday, January 25. Mr. O'Haran reports the meeting a profitable one, as several corrections and good suggestions were brought out by the auditor of disbursements which would tend to aid in correct and efficient accounting.

The Chicago supply cars, which deliver supplies and material for the road department and agents on the Northern and Western lines, began in December operating on the Iowa division every sixty days instead of every thirty days, as had been the practice in the past. This arrangement has proved satisfactory and makes a saving.

Road Department, Dubuque, Iowa

(H. E. Shelton)

H. Rhoads returned home recently from a visit in the Florida sunshine.

Supervisor J. W. Sims returned to his position on the Dubuque district last week. The "Commodore" had been absent from duty for three months on account of a badly injured arm.

Supervisor Thomas Carey of the Effingham district who passed away at his home at Effingham, Ill., Thursday, February 8, was buried in Mount Olivet Cemetery, Dubuque, Sunday afternoon, February 11. Mr. Carey was a brother of Supervisor James Carey, located at Manchester, Iowa.

Office of Agent, Dubuque, Iowa

(Grace Phillips)

L. E. Moeller, station operator at St. Ansgar, Iowa, has been promoted to revising clerk at the Dubuque freight office. He was relieved at St. Ansgar by Donald Alberts.

Mechanical Department, Waterloo, Iowa

(Hazel Joyner)

Clerk A. E. Lawton has returned from a trip to New York. He reports having a fine time.

Chief Accountant W. L. Larsen and Accountant L. E. Schulte attended the accountants' meeting in Chicago January 25.

Norman Bell, master mechanic, recently made a trip to Wyoming in company with several other officials of the railroad to inspect a spreader in use on the Union Pacific Railroad.

Engineer C. E. Edwards has gone south on account of ill health.

Office of Trainmaster, Dubuque, Iowa

(Marion Coffey)

P. Joyce is confined to St. Francis Hospital, Waterloo, by serious illness.

C. L. Betts, yard clerk, Dubuque, has transferred to switchman in Dubuque yard. Several other changes have been made in the Dubuque yard office force.

Brakeman W. J. Somerville is undergoing treatment in the Chicago hospital.

Conductor C. A. Crowley is enjoying a vacation in the West.

Office of Trainmaster, Waterloo, Iowa

(Frank Hardy)

Conductor F. R. Cooley was confined to his home recently for several days by illness. He is feeling better and has again resumed work on his regular passenger runs on the Albert Lea district.

The ice harvest at Nashua, Iowa, is the best in several years. They are harvesting ice twelve to fifteen inches thick, and the work is being handled in such a nice manner that we now have our company ice house filled and have started to haul ice to fill the Crystal Ice House for domestic use at Waterloo and elsewhere.

Conductors William Beatty, W. D. Taylor and A. Brown have been granted extended leaves of absence and have accompanied relatives to California for the winter months.

A son, Robert Burns, was born to Mr. and Mrs. J. Crudden December 17. Mr. Crudden is caboose supplyman at Waterloo.

Conductor L. F. Hefner is again among us, after undergoing a serious operation in the company hospital at Chicago.

Car Department, Dubuque, Iowa

(Harry Hilbert)

E. K. Richardson, who underwent an operation for appendicitis recently at the Illinois Central Hospital in Chicago, is convalescing. Frank Beener is relieving Mr. Richardson.

Car Inspector J. Nichols and Miss Thelma Grimm of Cassville were married February 9. Mr. Grimm and his bride will make their future home in Dubuque.

Car Department, Waterloo, Iowa

(C. R. Sanborn)

James R. McMullen of the car department at Waterloo is the proud father of a baby girl.

Car Inspector John Wilson, who has been in the employ of this company for the last twenty years, is confined to his home by illness.

We have been informed by Herbert J. Conrad, A. R. A. clerk at Waterloo, that the time to visit California is the late fall or early winter. The fact that he just missed a snow blockade in the mountains only enhanced his trip through the Sunny State. Herb visited Long Beach and Hollywood, but claims to have derived more enjoyment from climbing Mount Lowe and watching the fish through a glass-bottomed boat. One of the many side trips taken was a boat trip from San Pedro to the Catalina Islands, a distance of twenty miles, at which point he embarked in the glass-bottomed boat. Herb claims he saw more fish than he had any idea there were in the whole Pacific; there were billions and billions of all colors and among them goldfish up to almost a foot in length. Next year we are all going to California on our vacations.

Frank Beener, gang foreman at Waterloo, is acting car foreman at Dubuque, Iowa, in place of Eldie K. Richardson.

Office of Agent, Waterloo, Iowa

(Mabel Ridpath)

Clarence Stephens, one of the popular young check clerks of the Waterloo freight department, was united in marriage January 18 to Miss Thelma Filkins. The young couple will reside at Cedar Falls.

Office of Agent, Cedar Rapids, Iowa

(Josephine Doyle)

That we are firm believers in advertising is evidenced by the large sign we are about to place on our office bearing the words "Illinois Central Railroad." We are proud of our little "home" and are glad to show it to the public.

J. B. Scriven, acting yard foreman, is again on duty after an absence of two weeks on account of illness.

The importance of not delaying loaded cars at

terminals is always being dwelt upon. We believe that we should be commended for what we think is a record in the prompt handling of such cars. Cedar Rapids, being the cereal center that it is, is a great grain loading and receiving terminal. Out of the great number of cars received during the last three years at this point, but five were held more than twenty-four hours, and this on account of not having necessary material on hand to make repairs. This will indicate that the shop organizations are co-operating to expediate prompt delivery. Another little instance: On January 20, 1923, the draw bar on a carload of bananas on train No. 491 became pulled out in transit. On receipt of the car, repairs were made, and in less than twenty minutes Foreman Mueller of the machinery department, always on the watch to see that such cars are handled as they should be, had the car to a connecting line for delivery to the consignee. This, we feel, is a pretty good record and should show that all departments co-operate in making the service of the Illinois Central System unusual.

Agent S. Kerr of Cedar Rapids, Iowa, writes: "Miss Josephine Doyle, magazine correspondent at Cedar Rapids, entered the employ of the 'Old Reliable' July 16, 1918. Her charming personality, winsome manner and cheerful disposition are of incalculable value in the position she holds as cashier's clerk. As one of the leading young business men of Cedar Rapids recently said to the writer: 'The sound of her voice, as it comes to me over the 'phone, is one of the most pleasing sensations of my daily toil. I would like to hire her just to answer our 'phone—she can certainly drive away trouble.' Her mellifluous voice sounds like a ring dove cooing to its mate."



Josephine Doyle

IOWA DIVISION

Emmett Coffey, Chief Clerk to Roadmaster

John L. Hoaglund, janitor in the division offices at Fort Dodge, is at present absent from the service on account of sickness. He is being relieved by his son, Theodore Hoaglund.

On January 26 Otto Buettner, check clerk at Fort Dodge, and Miss Leona Bliss of Glidden were married at Humboldt, Iowa. They are now at home to their friends at 216 South 5th Street, Fort Dodge.

On the night of February 12 the Illinois Central Social Club of Fort Dodge held a dance in the K. C. Hall at Fort Dodge. About seventy-five couples were present, and a good time was reported. Much credit for the success of the dance was due to the efforts of Miss Ruth Nelson, clerk in the roadmaster's office, Miss Alma Nelson, tonnage clerk, Miss Edelle Campagna, trainmaster's clerk, "Mack" Sennett, bill clerk, and Dewey Coffey, caller. Another dance is planned for St. Patrick's Day, March 17.

Con B. Toohy, assistant foreman at Webster City, Iowa, has been promoted to section foreman at Council Bluffs, Iowa.

H. M. Anthony has resumed his position as clerk in the agent's office, Fort Dodge, his duties on the dynamometer car being completed.

March, 1923

On Sunday, February 18, a basketball game was scheduled to be played at Fort Dodge between the American Legion team of Fort Dodge and the Muscatine, Iowa, Elks to determine the state championship. G. A. Jahn, instrumentman, Fort Dodge, is an important cog in the Fort Dodge machine. Mr. Jahn plays center.

Waterloo District

(Mary Christensen)

Mr. and Mrs. William Hoyer of Ackley, Iowa, are enjoying a three months' leave of absence visiting at various points in the West. Mr. Hoyer has been in service as trackman in the maintenance of way department for twenty-seven years.

J. M. Van Meter, operator, Iowa Falls, has been off duty several days on account of illness.

Section Foreman T. J. Fennessy of Duncombe, Iowa, is the proud father of twins.

A. M. Garrick, operator, Cedar Falls, is again on duty after several weeks spent in Chicago on business. He was relieved by M. L. Dunlap.

Cherokee, Iowa

(Anna Donahue)

W. E. Palmer, section foreman at Edna, Iowa, has resigned and will move to Ashley, Ill., in the near future. His place has been taken by Tony Mal'um.

I. Jones, section foreman at Quimby, Iowa, returned to work February 1, after an illness of two weeks.

Supervisor Carl A. Gilbert was born in Sweden, April 19, 1880 and died January 15, 1923 at his home at Cherokee, Iowa, after a brief illness with erysipelas. Mr. Gilbert, at the age of 16, entered the service of the Illinois Central, working as a track laborer at Cleg-horn, LeMars and Cherokee, Iowa, for five years, after which he was promoted to section foreman, holding these positions at Smithland, LeMars, Aurelia and Cherokee, Iowa. He was promoted to road supervisor August 1, 1916, which position he held at the time of his death. Mr. Gilbert was an efficient employee, with the interests of the Illinois Central as his first thought. He was a member of the I. O. O. F., the M. W. A. and the Yeomen, and had been accepted by the Masons, but passed away before he became a member. Surviving him are his widow, three sons, his parents, two sisters and four brothers.

R. B. Johnson, yard foreman at Cherokee, has been promoted to road supervisor on the Cherokee district, effective February 1, to fill the vacancy caused by the death of Supervisor C. A. Gilbert. Mr. Johnson entered the service of this company as section foreman, January 1, 1915.



Carl A. Gilbert

Sioux City, Iowa

(C. C. Miller)

A recent issue of the *Sioux City Spirit of Progress*, issued by the Sioux City Chamber of Commerce, carried an item relative to the proposal for the introduction of two bills at the General Assembly, which convened at Des Moines, January 7. One of the bills provides for the repeal of Sections 2126 and 2145 of the code which have to do with higher rates for shorter than for longer hauls. Under the present code the railroads of Iowa cannot compete in intrastate traffic, and it is proposed to remedy

this condition. Nothing definite has been accomplished to date.

A company is being organized to run barges on the Missouri River between Omaha and Sioux City. The company will operate under the firm name of the Sioux City-Omaha Navigation Company, and will handle grain, brick and other rough freight.

The family of our local cashier, Mr. Olson, has been quarantined for diphtheria, but all the members are out of danger and on the road to recovery.

B. E. Moss, yard foreman at Council Bluffs, Iowa, has been appointed supervisor of Omaha district No. 2, with territory between Logan and Omaha. Mr. Moss entered the service of this company as a clerk May 19, 1914, and took up track work in November, 1914.

KENTUCKY DIVISION

Anne Sweeney,

Office of Superintendent

Mechanical Department, Louisville, Ky.

(G. W. Shaughnessy)

Little Miss Ursula Fowler, age 3 years, daughter of Chester Fowler, car department laborer, died at her home on February 3 of influenza followed by pneumonia. The body was taken to Springfield, Ky., for burial.

Close observance of his train by Fireman William H. Torstadt recently prevented a probably serious accident. While the train was heading in at Grayson Springs, Ky., Fireman Torstadt called the brakeman's attention to CB&Q-98163, and upon investigation it was found that the car had a loose wheel. He had the car set out.

Local Freight Office, Louisville, Ky.

(John T. Higgins)

Charles Lynn recently resigned as rate clerk in the cashier's office to accept a position with the Consolidated Realty Company. Eugene Daniels succeeds him.

Tillman ("Bill") Allen seriously injured his foot January 30 by stepping on a rusty nail, which penetrated his shoe. "Bill" was making his daily check of the industries when the injury was received.

Our "songsters"—Clifford Slider and Harry Schoenlaub—are before the public again with a new song hit entitled "I'm Not So Sure About That." This song is being featured for them by the Chicago Orchestra of Goody Holden. Any Illinois Central employe desiring a professional copy can procure it by sending name, address and postage to Main Street Station 3002.

Miss Josephine Jecker was given a surprise party in honor of her birthday, February 7, at which Miss Verna Beard, Miss Anna Macke, Martin Kilkenny, Harry Schoenlaub, William Hefferman and Tillman Allen of the local freight office were among the guests.

Thomas Lynch, platform foreman, entered the service November 7, 1884; E. S. Stout, January 27, 1888, and Harry Wilkerson, July 20, 1898. These three are included on our roster, and their combined service lacks but three years of reaching the century mark.

A playlet in two acts, entitled "Let's Get Married," was given on February 6 at Banner Hall by the entertainment committee of Mount Zion Lodge A. F. & A. M. Harry Schoenlaub starred as a blackface comedian, and Clifford Slider was accompanist.

Signal Department

(J. P. Price)

The new automatic signals between Fox Run, Ky., and Graham, Ky., have now been placed in service. This installation consisted of thirty-three automatic signals of the 3-position, upper quadrant, semaphore

One Hundred Fourteen

type, operated by primary battery, four high-voltage, top post mechanism interlocking signals, and one dwarf signal.

Signal Maintainer E. F. Oates of Nortonville has been placed in charge of the maintenance of the new automatic signals between Fox Run and Graham. Signal Helper W. R. Bevil, formerly of Signal Gang No. 1, has been appointed signal helper at Nortonville, under Maintainer Oates.

The entire main line of the Kentucky division between Louisville, Ky., and Paducah, Ky., is now protected by automatic block signals. Signal protection of the Kentucky division now consists of 466 automatic signals protecting 229 miles of main track, eleven interlocking plants protecting four drawbridges and seven grade crossings and junctions, and forty-four crossing bells protecting highways and street crossings at grade.

The new main line between Central City, Ky., and Dawson Springs, Ky., a distance of forty-two miles, will, when completed, be protected by automatic block signals.

Signal Gang No. 1, in charge of Foreman C. C. Sauer, is now installing shunt circuits and double bootleg wires on the signals between Cecilia and West Point.

Signal Foreman Pfeiffer is now engaged in making repairs to the Henderson interlocker.

Signal Maintainer J. C. Martin, who has been engaged in the work of wiring the new signals between Fox Run and Graham, has now returned to his position at Rockport.

Dennie Jones, who was relieving Mr. Martin at Rockport, has now returned to his position at Dawson Springs.

Signalmen C. L. Bromley and H. D. Bromley have returned from the Illinois division, where they were engaged on signal construction work. They arrived in time to help place the new signals between Fox Run and Graham in service. C. L. Bromley has now returned to his position as signal maintainer at Princeton, and H. D. Bromley has been assigned to Signal Gang No. 1.

Signal Inspector W. H. Claus, Signal Testman J. A. Sauer and Signalman E. J. Davis conducted the circuit tests on the new signals between Fox Run and Graham. Mr. Sauer is now engaged in taking the battery readings on the new signals.

Trainmaster's Office, Princeton, Ky.

(Sudie Cash)

William L. Bennett, late of Princeton, Ky., was born in Salem, Ohio. He entered the service of the

Illinois Central January 15, 1899, and made this company a most efficient train dispatcher until his death, February 2, 1923. He was punctual, courteous, reliable, a man whose train orders were always safe, a man to be trusted implicitly in both personal and business affairs, a man whose friendly smile and gracious manner won the respect and confidence of all with whom he came in contact. Within three hours before his death he was at his place of business and apparently well. He is survived by his widow. Burial was at Paducah, Ky., February 4.



W. L. Bennett

B. & B. Department

J. P. Benton was born at Rockport, Ky., May 11, 1861, and died at his home at Rockport January 11, 1923. Mr. Benton had lived at Rockport all his

Illinois Central Magazine

Hamilton Watch

"The Railroad Timekeeper of America"

Seventeen Years of True Time Service

GATEMAN W. H. GOVEY, of the Long Island Station, Pennsylvania Terminal, New York City, here shown at his post, has carried his Hamilton Watch for seventeen years.

Gateman Govey must have a watch he can depend upon to tell true time. The gates must be closed precisely on the minute; not a half minute early or a half minute late. Accuracy is imperative—and as usual a Hamilton Watch is performing the service demanded.



A Railroad Man Can't Afford to Be in Doubt About His Time

That is why most of them choose the Hamilton. The Hamilton Watch combines the quality and sturdiness with that of phenomenal accuracy and gives to the railroad man a timekeeper that he can truly depend upon.

Ask Your Jeweler to Show You the
HAMILTON "992"

Priced at \$48.50 for the Movement Only

This model is the favorite of most railroad men. It meets the most exacting standards of time inspection in a way that will be extremely gratifying to you.

For other than time inspection service, ask to see the Hamilton No. 974, priced at \$25.00 for the movement only. This model gives you Hamilton standards at a moderate price.

HAMILTON WATCH CO.
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life. His father, William Benton, was born at that point in a log house that stood upon the hill just above the pump house. When the hill was cut away to lay the switch to the mines and when William Benton was 8 years old, his father, Joshua Benton, built the house where J. P. Benton was born, and this house is still standing upon the hill, where it has stood for ninety years. J. P. Benton had two sisters and one brother, all of whom are now dead. His brother, Pendleton Benton, also worked for the Illinois Central. J. P. Benton started to work for the Illinois Central June 8, 1886, under W. A. Bell, and worked for him until Mr. Bell moved to Fulton, Ky., about 1896. Mr. Benton then worked for J. G. Williams until his death. With the exception of two months, when he was laid off on account of a reduction in forces, Mr. Benton worked continuously and did not miss a pay check until his death. He is survived by his widow and three daughters, who reside at Rockport. He was buried at Rockport by Masonic Lodge No. 312.

TENNESSEE DIVISION

Rufus Kemp, Jr. Office of Trainmaster

Switch Tender T. M. White, Fulton, Ky., has been highly commended for finding a piece of flange in New yard and immediately notifying the chief dispatcher, enabling the latter to locate IC-122633, from which the flange was broken, in Extra No. 1574 south and to have it set out.

Flagman H. A. Bristol, Cairo district, has been commended for interest displayed in noticing PL-925416 without light weight and reporting it for correction.

Effective January 1, H. L. Nourse, conductor on the Cairo district, was detached from his regular

duties and detailed to assist in determining and overcoming causes for hot boxes.

Conductor R. L. Scott, Cairo district, has been commended for the interest displayed by him in figuring the gross weight of IC-67467, in his train Extra No. 1744 north, January 13, and finding that there was an error in the stenciled weight of the car. He immediately reported it to the proper authorities for correction.

L. B. Ryan, secretary to Superintendent Young at Fulton, has returned from the hospital at Paducah, after a serious illness and a minor operation, and has resumed his duties.

Mrs. B. Burgess, stenographer in the accounting department, Fulton, has resigned to take up house-keeping for her husband. She is succeeded by Miss Vivian Williams, who has been in the road department.

Miss Jemmie Pritchard, clerk, Dyersburg, has been in Paducah Hospital for some time.

B. G. Boyd, agent at Water Valley, Ky., has been absent from his duties for several weeks on account of illness. The vacancy is being filled temporarily by Operator C. E. Voyles.

Joe Allbritten has resigned his position as clerk in the general foreman's office and entered engine service as a fireman. His place has been taken by Ralph Hornbeak of Fulton, Ky.

J. E. Boone, Jr., formerly employed as clerk in the Fulton freight house, has accepted a temporary position in the superintendent's office.

R. M. Alford, assistant chief dispatcher, Fulton, has been wearing an unusually broad smile for several days; but those of us who are not grandfathers cannot appreciate the fullness of the smile. His grandson, Master Bob Irvin Taylor, Jr., was born in Memphis, January 23, and weighed 8½ pounds. The youngster is now Bob III.

Conductor L. Friedlob, Engineer W. H. Crafton and Fireman W. F. Underwood have been highly commended for discovering the long trestle south of McConnell, Tenn., on fire, while in charge of Extra



Above is a photograph of most of the Tennessee division officers and employees who accompanied the division inspection train over the entire division the week beginning January 8. The photograph was taken at the roundhouse at Jackson, Tenn. Those in the photograph, reading from left to right, are: (top row) G. Grider, stenographer, roadmaster's office, Fulton, Ky.; W. T. Mays, chief dispatcher, Fulton; J. C. Blackwell, storekeeper, Jackson; M. Parker, general yardmaster, Jackson; B. T. Adams, division storekeeper, Paducah, Ky.; L. Grimes, master mechanic, Jackson; J. M. Hoar, assistant engineer, Fulton; L. E. Allen, dispatcher, Fulton; T. D. Clark, supervising agent, Fulton; M. H. Robertson, agent, Mayfield, Ky.; H. W. Williams, trainmaster, Fulton; B. A. Sinclair, carpenter foreman, Fulton; R. E. Hubbard, supervisor of bridges and buildings, Fulton; Rufus Kemp, Jr., trainmaster's clerk and division editor, Fulton; H. S. Moulder, chief gardener, Champaign, Ill.; W. L. Harry, division gardener, Fulton; W. A. Love, supervisor of water works, Fulton; J. Huddleston, general foreman, Fulton; A. A. Williams, traveling freight agent, Memphis; Hugh Magevony, warehouse foreman, Jackson; J. J. Hill, trainmaster, Fulton; John Chester, engineer, Jackson; (middle row, kneeling) B. Herring, agent, Birmingham, Ala.; S. J. Holt, roadmaster, Fulton; F. B. Wilkinson, agent, Jackson; H. R. Myers, traveling freight and passenger agent, Jackson; W. H. Brooks, chief clerk to agent, Jackson; (bottom row) H. L. Nourse, conductor, Mounds, Ill.; A. W. Ellington, trainmaster, Jackson; C. R. Young, superintendent, Fulton; R. L. Beare, president of Beare Ice & Coal Company, Jackson; J. H. Cavender, assistant trainmaster, Dyersburg, Tenn.; W. W. Johnson, agent, Milan, Tenn.; W. N. Waggoner, agent, Dyersburg; J. E. Boone, agent, Fulton; B. F. Evans, chief clerk to superintendent, Fulton.

No. 2941 south at 9 p. m., January 18. They stopped immediately, extinguished the fire and probably prevented a serious accident and the loss of lives.

Here are Miss Sara Linda Farley and "Jack," both of the Illinois Central at Hickory, Ky. "Jack" has been there since August, 1921, arriving on train No. 38 as baggage consigned to the agent. He never told where his former home was nor anything concerning his ancestors, but calmly took charge of the ticket office and baggage room and saw that all outsiders were put in their proper place. He meets all trains that make regular stops at his station and is never late in arriving upon hearing the whistle of these trains. His only bad habits are chasing the neighbors' cats and begging for chewing gum. His pedigree, presented to the agent this winter by one of the conductors on the division, is prized very highly, and she wishes to assure "Jack's" former owner (though unknown) that she is very proud of "Jack," as he recently won first prize at a dog show and in addition is 100 per cent for the Illinois Central.



Sara and "Jack"

MISSISSIPPI DIVISION

Kathleen Hadaway, Secretary to Superintendent

On Saturday evening, January 13, Mrs. Vera Nations, clerk to the supervisor B. & B., was hostess, at the beautiful new home of her sister, Mrs. J. S. DeMarchi, to the young women employed in the superintendent's office. At 6 o'clock a delicious "picnic lunch" was served, the various dishes being prepared by the girls themselves, the recipes for which we will endeavor to obtain for publication in the magazine. The girls had been asked to bring their sewing, and with this fascinating work and various games the hours slipped away quickly. Mrs. Nations and Mrs. DeMarchi were voted ideal hostesses. The following were present: Miss Annie Bell Anderson, Mrs. Janie Hussey, Mrs. Gladys Walker, Mrs. Effie Holcomb, Miss Maude Baker, Miss Christine Adams, Miss Fay Green, Miss Corinne Ederington, Miss Katie May Moorhead, Mrs. Nations and Miss Elsie Gregory of Memphis, the latter as Miss Green's guest. It has been decided to hold a social meeting of this kind each month.

The other day when Engineer J. R. Tate, running between Memphis and Canton, arrived at Canton, he noticed a crowd pointing under his engine. When it stopped he was shown a smutty, greasy, dirty, but

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to wearer. All one price, \$29.50. Wonderful values. Rich assortment of fabrics. We furnish 6x9 swatch outfit and free advertising. Protected territory. Commissions in advance. Will train inexperienced men who are honest, industrious, ambitious.

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This 21-Jewel Illinois Watch—the Bunn Special sent on trial. Do not send us a penny. The Bunn Special, made to be "the watch for railroad men" is adjusted to 6 positions, extreme heat, extreme cold and isochronism. 21-jewel movement, Montgomery Dial, handsome guaranteed 20-year gold-filled case. Guaranteed to pass inspection on any railroad.

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The watch comes express prepaid to your home. Examine it first. Only if pleased send \$11.50 as first payment. Wear the watch. If after 10 days you decide to return it we refund deposit immediately. If you buy, send only \$5.75 a month until \$57.50 is paid.

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Journal Bearings—Engine Castings, Brass
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game little Leghorn rooster, looking the part of a real hobo, perched on the tank trucks of his engine. True to his hobo nature, the rooster evaded all efforts to be caught, or even to have his picture taken, but took refuge in a drain tile.

Along the Line (M. L. Hays)

The annual division inspection was held the week beginning January 15. A large number of employees from various departments accompanied division officers on the special train, and the tracks, buildings, station offices and mechanical facilities were carefully inspected, all of which were found to be in excellent condition. A great deal of interest and enthusiasm was displayed by all on the trip, and it is felt that a great deal of benefit was received. The usual committees were organized, and an analysis of their reports disclosed the following: Best district, Grenada district, G. R. Wilkinson, supervisor; best section, Como, Z. Felton, foreman; best section Jackson district, Michigan City, W. M. Pulliam, foreman; best section Water Valley district, North Winona, J. A. Holland, foreman; best section Aberdeen district, Fentress, E. L. Gatlin, foreman. The agents at Duck Hill, Starkville, West Point and Strong checked 100 per cent.

Miss Gladys Bryant of Grand Junction, Tenn., and Frank Roche, clerk at Winona, Miss., were married at Bolivar, Tenn., February 3. Mr. and Mrs. Roche will make their home at Winona.

H. D. Owens, formerly agent at Coldwater, Miss., has been transferred permanently to Sardis as agent, being relieved at Coldwater by M. S. Terry from Batesville.

A. B. Monroe, agent at Batesville, and H. D. Owens, agent at Sardis, are receiving congratulations over the arrival of babies—both boys—at their homes recently.

Sympathy is extended to Miss F. E. Johann, agent at West Point, on the loss of her brother recently. The body was brought to West Point, and funeral services were held January 31.

Mechanical Department, Water Valley, Miss. (L. B. Harley)

S. B. Herron has been in the Illinois Central Hospital at Chicago for the last six weeks, having undergone an operation for appendicitis, but is now improving and is expected to return home soon. Mr. Herron is an accountant in the master mechanic's office.

W. M. Dorman, formerly A. R. A. clerk in the general car foreman's office at Water Valley, now with the Chevrolet Automobile Company, was a visitor to the city recently.

J. M. Parker, machinist helper, has been transferred from the machine shop to the car department office as record writer.

C. C. Martin, painter, lost his baby January 22.

Several employees in the mechanical department have been laid up for the last several weeks with the "flu."

The back shop has turned out four of the best-looking engines in the last sixty days that have ever been turned loose. General Foreman Chapman and the men are proud of these engines—Nos. 912, 794, 799 and 793.

Betty Jane, daughter of Machinist Clark Everett, and Thomas, son of Foreman F. H. Monroe, who have been ill for the last few weeks, are now convalescing.

Two negro employees, Lee Green of the Water Valley roundhouse and Jim Wright of the Water Valley car department, have died recently of influenza.

Bob Travic, negro pensioner, died December 27. "Old Bob" moved to Water Valley from Attala County and began work for the Illinois Central in August, 1867. After forty-nine years of service, he was retired December 31, 1916. As a laborer in the employ of this company he faithfully discharged his

duties. He was a valued character among his race in this vicinity. As trustee of the negro public school and worthy member of A. M. E. Church, he served in every way for the betterment of his race, and his influence is shown by various improvements. In fact, the erection of the new A. M. E. Church was made possible largely through his untiring efforts. He had a host of friends among both whites and negroes. At the time of his death he was 75 years old.

Machinist and Mrs. L. W. Lowe are receiving congratulations on the arrival of a daughter, Virginia Adelle.

Enginemen, Water Valley and Jackson Districts (J. A. Ramey)

Engineman and Mrs. Ben Barrett are receiving congratulations upon the arrival of a son, Billy, on January 8.

Sympathy is extended to Engineman B. A. Boydston and family in the loss on January 17 of their daughter, Elsie, 23 years old. She had been in a sanitarium at El Paso, Texas, for several months and had been home only a short while before her death. Funeral services were held at the First Baptist Church, after which the body was laid to rest in Oak Hill cemetery at Water Valley.

Fireman and Mrs. I. D. Oakes of Water Valley have the sympathy of their many friends in the death of their little son, Dudley, which occurred on January 17.

Trainmen, Jackson and Water Valley Districts (Gertrude Turner)

Favorable mention has been entered on the efficiency record of J. H. Stewart, train No. 92, January 1, for calling the attention of the agent at Coffeeville to an error in the light weight of a car in his train, thereby enabling the company to pick up \$16.10 revenue.

Engine Foreman L. V. Sartain, Water Valley, who is undergoing treatment in the Illinois Central Hospital at New Orleans, writes that he is getting



This picture shows that the South has a touch of real winter every once in a while. This is the bottom of a water tank at the Water Valley, Miss., shops taken February 5. Shown in the photograph is Dennis Collard, representative of the W. P. James Publishing Company of Louisville, Ky., who wanted the picture taken to show an ice scene in the South.



A WRIST WATCH for Easter

The wives and sweethearts now wearing Wrist Watches are all too few—and why shouldn't they have watches as well as men.

Such a gift for Easter would bring real happiness to your wife or sweetheart — and you can get it at *your Local Watch Inspector's* on the

EASY PAYMENT PLAN

Go today and find out about it— and use this privilege for getting yourself a good watch, too.

His Name on This List Is Your Guarantee

Aberdeen, Miss., Maier Jly. Co.
Albert Lea, Minn., H. J. Harm
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Benton, Ill., O. Q. Wilson
Birmingham, Ala., F. W. Bromberg,
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Blackford, Ky., W. R. Russell & Son
Bloomington, Ill., Miller & Ulbrich
Bloomfield, Ind., W. E. Inman
Bloomington, Ind., Al Smith
Brookhaven, Miss., A. Staffier
Cairo, Ill., E. A. Buder, 701 Commer-
cial St.
Canton, Miss., C. W. Dekle
Carbondale, Ill., C. E. Gum
Cedar Rapids, Ia., A. C. Taylor & Co.
Central City, Ky., H. P. Storer
Centralla, Ill., Herron Bros., 132 E.
Broadway
Champaign, Ill., E. Christian
Chatsworth, Ill., W. A. Coughlin
Cherokee, Ia., O. A. Royer
Chicago, Ill., Basil Bease, 6851 Stony
Island Ave.
Chicago, Ill., Benj. Busch, 9216 Cot-
tage Grove Ave.
Chicago, Ill., Benj. Busch, I. C. Sta-
tion, 63d St.
Chicago, Ill., H. E. Hayward, 804 Rail-
way Exchange Bldg.
Chicago, Ill., N. W. Pyle, 377 E. 26th
St.
Cicero, Ill., Josef Smaha, 5341 W. 25th
St.
Clarksdale, Miss., R. R. Sankoy Co.
Clinton, Ill., J. H. Schmith
Corinth, Miss., John C. Droke
Council Bluffs, Ia., E. H. Leffert
Decatur, Ill., P. Curtis & Co., 156 E.
Main St.
Dixon, Ill., Trein Jly. Co.

Dubuque, Ia., Karl Staufenbell
Duquoin, Ill., Higgins Jly. Store
Durant, Miss., D. V. Pound
Dyersburg, Tenn., The Hobb Jly. Co.
East St. Louis, Ill., Zerweck Jly. Co.,
347 Collinsville Ave.
Effingham, Ill., Chas. J. Farthing
El Dorado, Ill., R. G. Putnam, 204 E.
Locust St.
Evansville, Ind., C. B. Boemle, 313
So. 8th St.
Ft. Dodge, Ia., Billie Boggs, 720 Cen-
tral Ave.
Freeport, Ill., E. Bengston, 14 So. Chi-
cago St.
Fulton, Ky., R. A. Brady
Fulton, Ky., M. R. DeMyer & Sons
Gilman, Ill., Hobart-Hicks Co.
Golconda, Ill., J. W. Watson
Haleyville, Ala., Dilworth Jly. Co.
Hammond, La., Wallie Wolsch
Harvey, Ill., J. A. Bastar, 171 154th
St.
Henderson, Ky., C. J. Manion
Herrin, Ill., Graham Jly. Co.
Hickman, Ky., C. G. Schlenker
Hodgenville, Ky., W. H. Cooper
Hopkinsville, Ky., R. C. Hardwick
Indianapolis, Ind., Capital City Jly.
Co., 133 Washington St.
Iowa Falls, Ia., O. C. Cobb
Jackson, Miss., A. Bourgeois
Jackson, Tenn., I. L. Grady
Jasper, Ala., Dilworth Jly. Co.
Kankakee, Ill., Speicher Bros.
LaSalle, Ill., J. F. Kuss
Leland, Miss., G. R. Paterson
Litchfield, Ill., Leo B. Lager Jly. Co.
Louisville, Ky., Edw. A. Krekel, 207
So. 7th St.
Manchester, Ia., J. W. Lewis
Marion, Ill., Geo. Moore
Mattoon, Ill., Herron Bros., 1615 E.
Broadway

Memphis, Tenn., A. Graves Co., 93 So.
Main St.
Memphis, Tenn., A. Graves Co., 216
McLemore Ave.
Metropolis, Ill., A. P. Voll
McComb, Miss., Marsh Hainer
Minonk, Ill., J. W. VanDoren
Morganfield, Ky., J. R. White
Mounds, Ill., Chris Bauer
Murphysboro, Ill., R. S. Buxton
New Harmony, Ind., Ed. Freeman
New Orleans, La., Wm. Frantz & Co.,
142 Carondelet St.
New Orleans, La., Wm. Frantz & Co.,
1014 So. Rampart St.
Newton, Ill., C. W. Kiser
Olney, Ill., H. Mehnert & Sons
Owensboro, Ky., R. C. Hardwick
Paducah, Ky., Nagel & Meyer
Palestine, Ill., G. Casselman
Pana, Ill., S. Sve
Pekin, Ill., H. Birkenbush
Peoria, Ill., C. I. Josephson, Peoria
and Pekin Union Railway Station
Pinckneyville, Ill., Chas. Geumalley
Princeton, Ky., Wyllie & Walker
Providence, Ky., L. M. Solans
Rantoul, Ill., Walter Johnson
Rockford, Ill., Morgan D. Wise
Sioux City, Iowa, Will H. Beck
Sioux Falls, So. Dak., Tony Lee
Springfield, Ill., Chris Danielson
Springfield, Ill., W. C. Hall
St. Louis, Mo., R. P. Wiggins, 7 N.
18th St.
Sturgis, Ky., C. S. Welsh
Terre Haute, Ind., The Spritz Co., 618
Wabash Ave.
Vicksburg, Miss., A. Graves Co., 2400
Pearl St.
Vicksburg, Miss., Henry Yost
Waterloo, Ia., Fessler & Co., 1001 E.
4th St.
Water Valley, Miss., F. B. DeShon

Select it now at

YOUR LOCAL WATCH INSPECTOR'S

along nicely and is delighted with the courtesy and attention shown him.

District Engineer J. W. Kern, located at New Orleans, passed through Water Valley February 8 and spent a few minutes renewing old acquaintanceships. Mr. Kern was formerly roadmaster at Water Valley.

Conductor Homer Weir, who is located permanently at Grenada as conductor on the tie plant switch engine, has recently bought a home and moved his family to that point.

Road Department (Lola B. Wiggs)

W. T. Floyd of the Jackson district has been appointed assistant section foreman at Sardis, Miss.

The interest manifested by employees prevented the killing of much stock during 1922. J. M. Haworth, signal maintainer, located at Senatobia, Miss., whose territory is from Hernando to Sardis, drove 1,790 head of stock off the right-of-way during 1922.

Favorable mention has been made on the efficiency record of Section Foreman E. T. Sweeney, Tie Plant, Miss., for interest displayed in discovering a brake beam dragging on RI-36619, Extra No. 799 south, January 25.

LOUISIANA DIVISION

Claire Pimm Office of Superintendent

Freight Office, Jackson, Miss. (C. H. Williams, Sr.)

E. S. ("Sid") Atkinson, clerk, has resigned. The best wishes of the office go with him to his new position with the American Can Company. Temporarily he will be stationed at Roanoke, Va.

Paul Newman has re-entered the service and is now assigned to the O. S. & D. department.

Miss Helen Smith is welcomed to the accounting department in place of Mrs. McNair, resigned.

Mrs. Lanier, Mrs. McDaniels, and Mr. McNair, Sr. and Mr. Williams were our contributions to the "flu" epidemic. At present all of the office force is on duty.

Transportation Department

John W. Mayes, pensioned conductor, born October 22, 1859, died at his home in Brookhaven, Miss., January 29. Mr. Mayes entered the service October 6, 1894, as switchman, New Orleans terminal. He was promoted to brakeman June 23, 1895, and made conductor April 28, 1897. Up until four years ago the division boasted that he was one of her most active conductors, but at that time he was made helpless by a paralytic stroke. In search of a cure, he took up his residence in New Orleans, but all efforts were useless, and he returned to Brookhaven. The attack which resulted in his death was of only two days' duration. Mrs. Mayes before her marriage was Miss Addie Harvey, an Illinois Central telegraph operator.

Pensioned Engineer W. H. Washington of Duluth, Minn., was a recent visitor to numerous points on the division.

Cecil Lawrence, brakeman at McComb, was taken suddenly ill and rushed to the Illinois Central Hospital at New Orleans on February 7, where physicians found that an immediate operation was necessary. Recent reports as to his condition are favorable.



Snow at Yazoo City, Miss.

Engineer Frank P. Railsback has returned to his home in McComb after spending a short time in the Illinois Central Hospital, Chicago.

Miss Elwin Mixon, daughter of Engineer O. F. Mixon, McComb, is convalescent after a severe illness which necessitated her return from the Mississippi State College for Women, Columbus, Miss., where she had been in attendance for the last several years.

J. H. Boodro, traveling freight and passenger agent at Jackson, Miss., died in the Illinois Central Hospital at New Orleans on January 17.

Miss Emma Bee, cashier in the freight office at Brookhaven, Miss., has been critically ill for several weeks. Her condition has somewhat improved.

Brakeman Glen Sudduth was recently operated on at the King's Daughters Sanitarium, McComb, and favorable reports as to his condition have been received.

Road Department, McComb, Miss.

Miss Allie McClendon has accepted a position as clerk, supervisor's office, in place of Victor Watts, who resigned on February 1.

Gayle Taylor, building inspector, has been transferred to the Wisconsin division, with headquarters at Freeport, Ill.

Chief Dispatcher's Office, McComb, Miss.

G. L. McAllister, dispatcher, has been helping the Memphis division out during the "flu" epidemic.

J. A. Cheely, former operator on the Central of Georgia, has been employed on this division, being temporarily stationed on the Canton district.

E. J. Rivers, third trick operator, McComb, and Miss Polly Ard, clerk to Supervisor Smith, Hammond, La., were married on January 20 at McComb.

Miss Julia Cummings, pensioned operator, died in New Orleans on January 28. Miss Cummings entered the service in October, 1887, as an operator at Summit, Miss., and was pensioned in 1920 with a 33-year service record.

Claude Bowman, caller, has been stepping proudly around McComb yards since the arrival of Claude, Jr., on January 16.

R. R. Hutchinson is the successful applicant for operator at Hazelhurst, Miss.

Miss Lee Bacot, operator at Wesson, Miss., and R. B. Thomas, vice-president of the Crystal Springs Bank, Crystal Springs, Miss., were married at Wesson January 7 by Rev. Mr. Purser of the First Methodist Church. Mrs. Thomas entered the service March 16, 1901.

Yard Office, McComb, Miss.

During January, 1923, there were 229 cars of vegetables re-iced at McComb, as compared with 145 cars during January, 1922, an increase of eighty-four cars, or 58 per cent. A check of similar busi-

ness for February, 1923, shows a decided increase over same period last year.

The position of night chief yard clerk has been installed at McComb, and L. Byrd, yard clerk, is the successful applicant.

Mechanical Department, McComb, Miss.
(Hazel McIntosh—Mildred Abbott)

The work of installing about \$75,000 worth of machinery in McComb shops has been completed.

Machinist P. C. Hupperich was slightly injured on January 18. He was given treatment in the McComb Hospital and was able to return to work in several days.

Outside Hostler Sam C. Harvey was off for several days recently on account of illness.

Coal Hoist Operator W. H. Meadows, who was sent to Jackson, Miss., to operate a coal hoist while the mechanical chute was undergoing repairs at that point, was taken suddenly ill, which necessitated his return to McComb.

Machinist Louis Hinton, Tinner Fred Wolbretch and Electrician Nelson Ivy have recently joined the ranks of the married men.

Tinner W. L. Cathings went to the Illinois Central Hospital at Chicago recently for treatment.

John Patterson, former machinist apprentice, was renewing old acquaintances around the shops during the early part of February.

General Foreman E. M. Smith of Baton Rouge, former tool foreman at McComb, was also a recent visitor.

John Feigler, machinist helper, has also joined the ranks of the married men.

Machinist J. K. King, who has been off for several weeks on account of illness, has returned to work. Mr. King received treatment at the Illinois Central Hospital, New Orleans, and commends the work and the hospital staff.

Freight Office, Hammond, La.

The freight depot has been moved three blocks south of its former position and a 40-foot extension has been added.

Strawberry shippers, especially those who make small consignments, were made glad by the announcement of the Illinois Central that hereafter a special car would be provided to transport small shipments of the fruit north. Heretofore such shipments went forward in regular express and baggage cars.

The early movement of berries was checked by the recent cold spell. It is believed that the present season will equal the most prosperous year ever observed in Tangipahoa Parish, which was four years ago, when the first big shipments went forward several weeks in advance of the previous season. With a big increase in acreage and plants all in thrifty condition, the growers believe they will produce the biggest crop in the history of the industry. Some estimate the 1923 crop at \$4,000,000, with anything like favorable climatic conditions. Box factories are working on double schedule time to meet the demands of the growers, and it is believed that sufficient shipping material will be available when the crop begins to move in large quantities.

NEW ORLEANS TERMINAL

J. Milton May,

Care of Agent

Local Freight Office
(Jesse W. Ford)

C. T. Seiler, local freight agent, was a visitor to Chicago January 25 and 26, attending a meeting of the operating committee, Freight Station Section, American Railway Association.

John Freeling, unit clerk, accounting department, and Miss Irma Newman of this city were married on January 25 at the home of the bride, the pastor of St. Anthony of Padua Church officiating.

Eugene Fourcade, delivery clerk, Levee yard depot, has been ill, confined to his home for several weeks.

March, 1923

Ford Runs 57 Miles on Gallon of Gasoline

A new automatic vaporizer and decarbonizer, which in actual test has increased the power and mileage of Fords from 25 to 50 per cent and at the same time removes every particle of carbon from the cylinders is the proud achievement of John A. Stransky, 3473 South Main Street, Pukwana, South Dakota. A remarkable feature of this simple and inexpensive device is that its action is governed entirely by the motor. It is slipped between the carburetor and intake manifold and can be installed by anyone in five minutes without drilling or tapping. With it attached, Ford cars have made from 40 to 57 miles on one gallon of gasoline. Mr. Stransky wants to place a few of these devices on cars in this territory and has a very liberal offer to make to anyone who is able to handle the business which is sure to be created wherever this marvelous little device is demonstrated. If you want to try one entirely at his risk send him your name and address today.—Adv.

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(INCORPORATED)

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THOMAS

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Economical, Reasonable in Price

Manufactured for all sections of rail by the
CHICAGO MALLEABLE CASTINGS CO.

West Pullman Station CHICAGO, ILL.

One Hundred Twenty-one

He is now convalescing and hopes to be able to resume work in a few weeks.

S. L. Valles, unit clerk, accounting department, has resigned to enter the fish and game business for himself. He has been succeeded by Armond Kitto.

Arthur J. Sherlock, check clerk, inbound warehouse, was married on Thursday, February 8, to Miss Ella E. Millet, formerly of Garyville, La., at St. John the Baptist Church.

The sympathy of the employees of the local office is extended to Miss Louise Lang, stenographer, in her recent bereavement. She suffered the loss of her brother-in-law and niece, both of whom died on February 9.

John R. Cousins, formerly foreman in charge at Levee yard depot, now connected with the United States government at the Army Supply Base, was a recent visitor. He expressed a great deal of pleasure in again meeting the boys with whom he had labored so faithfully several years ago.

Mrs. J. C. Whipple of San Antonio, Texas, daughter of Foreman Henry Wilder, Levee yard depot, was a carnival visitor to New Orleans, the guest of her parents.

J. Milton May, assistant chief clerk, local office, and Mrs. May entertained at a buffet supper on February 10, at their home on Ida Street, complimentary to the members of the Illinois Central basketball team. The early part of the evening was devoted to music, games and other forms of amusement. Each member of the team was presented with a souvenir menu, commemorative of the occasion. Those present were Bismark Berckes, Leslie Pic, Frank Moore, Dan Voebel, Tom Kelly, Abe Rittenberg, A. Walsdorf, Ivor Throunk, Armond Kitto and Mr. and Mrs. May.

The New Orleans mid-winter speed boat carnival, an added attraction to Mardi Gras, was held on Lake Pontchartrain on February 18, 19 and 20, under the auspices of the Southern Yacht Club. The employees of the Illinois Central were particularly interested in this event, as, with the exception of about three boats, all of the racers were received and forwarded over the Illinois Central. A great deal of favorable comment was expressed through the newspapers on the prompt, careful and efficient manner with which these valuable and delicate little pieces of mechanism were handled. Not an exception was noted against any of these shipments, in spite of the fact that several boats were loaded in one car, while one, the "Baby Holo," owned by Horace E. Dodge, Jr., automobile manufacturer of Detroit, Mich., was in a derailment north of Memphis.

F. F. Willoz, night banana clerk, is a member of the Krewe of Proteus, the well-known carnival organization of the New Orleans Mardi Gras, and was a masker on one of the cars in their parade the night of February 12. Their subject, "Myths and Legends of the North American Indians," was beautifully portrayed in twenty elaborate floats, enlivened by maskers representing Indians garbed in gorgeous costumes.

Export Freight Office, Stuyvesant Docks (Fred DeLong)

James Foley, Jr., advance charges clerk, accounting department, and Miss Ella Guggenheim, of Algiers, La., were married on February 12, at St. John the Baptist Church. After the ceremony they left for a honeymoon at Memphis, Tenn., and other points.

E. M. Blanchard, cashier, was married on January 30 to Miss Daisy Murray at the residence of the bride, after which the newlyweds left for Memphis, Tenn., to spend their honeymoon.

William Houston, who is on a leave of absence on account of ill health, is now at Covington, La., convalescing rapidly. He hopes to be able to return to his old job soon.

F. J. Reilly, who is on a leave of absence on account of ill health, has returned from the moun-

One Hundred Twenty-two



Dueling Oak, City Park, New Orleans

tains of Carolina, much improved, and is expected back at his desk before long.

Harold Power, chief clerk to Agent A. E. Scaife at Stuyvasant docks, has been ill, confined to his home for several weeks with a touch of dengue fever. He is now back at the office fully recovered.

Mechanical Department (Edward St. John)

T. J. Murphy, coal clerk, has been transferred to the locomotive department, Harahan, La., as timekeeper.

Edward M. St. John, district foreman's office, Government yard, has been transferred to the terminal superintendent's office as chief timekeeper.

J. E. Hodges, stenographer, district foreman's office, returned on February 1 from a leave of absence of one month spent in New York City.

Terminal Superintendent's Office (Myrtle Biersoll)

A. B. Humphrey, efficiency clerk, is the proud father of a baby boy. The stork visited his home on January 5, and the youngster weighed ten pounds.

On January 22 the stork visited the home of Thomas J. Lee, leaving him the proud father of a pretty baby girl weighing nine pounds. The youngster has been christened Ursula Henrietta.

About 8 a. m., February 2, Mack Barnett, a negro laborer employed at the perishable shed, Poydras yard, noticed a negro leaving the east side of a car of eggs standing on the team track. The negro's actions being suspicious, Barnett notified Watchman Henkel, who upon investigation found the seal on the east door missing. The negro in the meantime had disappeared, but Watchman Henkel was able to get a description, which he furnished at once to the special agent's office. It developed that one case of eggs had been stolen from the car. At 10:30 p. m. of the same day, Special Officers A. P. Labbe and C. L. Whitley arrested a negro answering the description of the thief a few squares away from the scene of the robbery. This man was later identified as the one seen near the car. Upon further investigation it developed that he was Raymond Higgins, wanted by the police as being implicated in several robberies.

Miss LaRiene King, clerk in the general storekeeper's office, Burnside, Ill., was a carnival guest of Division Storekeeper and Mrs. I. S. Fairchilds. She enjoyed her stay in the Crescent City very much, and was particularly taken up with the balmy weather of the Sunny South.

Station Master's Office (J. A. McDerby)

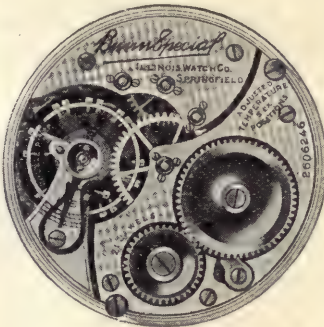
Edward Ray, milk clerk, baggage room, Union Station, is the father of a son, Walter, born on January 10 and weighing 10½ pounds.

James P. Labarre, baggage accountant, received a

Illinois Central Magazine

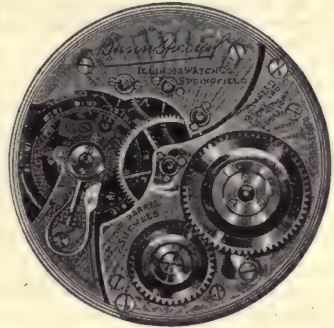
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ILLINOIS WATCH COMPANY
SPRINGFIELD, ILLINOIS

Christmas present on December 24—a baby boy weighing 11½ pounds. The young man has been named James Pascalise, Jr., after his proud father.

Yard Offices (A. J. Condon)

E. L. McCrary, chief clerk to the yardmaster, Levee yard, announces the arrival of a baby girl weighing 9 pounds. The young miss was born on Lincoln's birthday, February 12.

Commercial Agent's Office

J. Jeff Ray, trace clerk, who is a member of the Druids, was a participant in their carnival pageant on Mardi Gras Day, February 13. This organization has been participating in the carnival revels for the last several years, and its parade is always awaited with interest.

TELEGRAPH DEPARTMENT, SOUTHERN LINES New Orleans, La.

W. M. Bennett has resumed his work as operator at Poydras Station after spending several weeks in Arkansas and Mississippi.

I. L. Cooper, operator at Poydras Station, rested up for a week with his parents at Way, Miss., being relieved during this time by Extra Operator R. C. Lewis.

A. B. Forbes, wire chief of the Western Union Telegraph Company, died at his home in New Orleans on January 23. Mr. Forbes was an old-time Illinois Central operator.

Miss Julia Cumming, who was employed for many years as operator at Summit, Miss., and who was recently retired on our Honor Roll, died at the home of her niece, Mrs. Arthur Schreiber, at New Orleans, January 28.

George Milam, who worked as an operator in our New Orleans "BD" office some years ago, has been elected president of the New Orleans Board of Trade. Mr. Milam is also president of the Milam-Morgan Grain Company and a director of the New Orleans Bank and Trust Company.

J. I. Evans, district foreman, was with us several days moving telephone equipment on account of the rearrangement of the yardmaster's office at Harahan yard.

Memphis, Tenn.

All hands have been on the jump to restore and maintain telegraph and telephone service. During the last thirty days we have had to contend with local cyclones, snow storms, ice, excessive rains and—not the least—with scrap wire thrown in the wires. It is hard to say just which lineman performed the best service. Several of them had to build a raft to reach the wires, often working from daylight to late at night. Sam Singleton, our veteran lineman at Kenner, La., was notified at 2:30 p. m., January 30, that all the wires were down north. He immediately loaded material on his motor car and started after the trouble. A pile driver working near Frenier had broken off the top of a pile, which had torn down all the wires. With the assistance of men sent out by the Western Union from New Orleans, the wires were repaired by 8 p. m. Sam, in reporting this, said: "No one got overheated on this job, as we had to work in water from six inches to three feet deep."

One Hundred Twenty-four

MEMPHIS TERMINAL

William Gerber

B. & B. Clerk

Favorable mention has been entered upon the service records of Engineer T. H. Blankenship, Fireman W. T. Lively, Engine Foreman A. B. Holt and the rest of crew, consisting of Louis Pitts, Henry Moore and R. G. Nichols, who, while standing on the main line at Leewood, Tenn., discovered a car of cotton seed hulls burning on the switch of the Buckeye Cotton Oil Company. The crew immediately entered the switch, pulled this car to a water plug and extinguished the fire. This car was one of a number of cars standing in the Buckeye switch at the time, and it is believed that the observation and quick handling by this crew averted what might have resulted in the destruction of the plant of the Buckeye Cotton Oil Company. This incident occurred on Sunday, February 4, at a time when there was no one on duty at the mill.

There is a great deal of activity among the employees in the office of Terminal Superintendent Bodamer with regard to purchasing homes. L. G. Trotter, transportation clerk, and A. W. Giehler recently purchased homes in the eastern part of the city. R. J. Rooney, secretary to Mr. Bodamer, has purchased a lot and contemplates building a home.

T. P. Crymes, assistant engineer on the Memphis terminal, has been transferred to Central City, Ky., as resident engineer in charge of construction of the new line between Central City and Dawson Springs. He was accompanied to Central City by S. P. Critz, instrumentman on the Memphis division. L. W. Lang has been appointed assistant engineer on the Memphis terminal, vice Mr. Crymes.

We have discovered on the Memphis terminal a song composer. C. P. Walker, switchman, recently composed a song known as "On That Old Panama Cannon Ball." This is a song relating to the Panama Limited, and Mr. Walker has been successful in securing a copyright. Mr. Walker is now working



C. P. Walker



Snow at Tutwiler, Miss.

Illinois Central Magazine

on several more songs which he expects to publish in the near future.

Contract has been let to the Ellington Miller Construction Company for the erection of two brick washrooms at Memphis shops. The expenditure involved is \$62,500, and the work is now in progress. Considerable comment, all of it favorable and appreciative, is being heard all over the shops with regard to this construction.

MEMPHIS DIVISION

Mrs. Collie P. Said

Secretary to Superintendent

Engineer E. F. Brown and family, who have been living at Raleigh, Tenn., recently moved to Clarksdale, Miss.

G. L. McAlister, train dispatcher, who has been doing relief work at McComb, Miss., for several months, is back on the Memphis division.

P. C. Pettit, assistant chief dispatcher, is one of a committee of dispatchers at present making a trip over the system on inspection.

W. L. King, Jr., dispatcher's clerk, is wearing a broad smile, the reason being the arrival of a fine boy. Willie says he is sure the boy will make a good dispatcher, as he seems to be on the job all night.

Miss Maymie Andrews, who has been working in the office of Superintendent F. R. Mays at Vicksburg, has transferred to the Memphis division and is now one of the tonnage clerks in the accounting department.

R. E. Addington, rodman on construction work in Kentucky, has been promoted to instrumentman on the Memphis division, succeeding S. P. Critz, transferred. Neil Howell, who has been acting instrumentman on the Memphis division for the last month, has returned to Chicago.

Miss Adron Smith, tonnage clerk, is seriously ill at her home. Miss Smith is suffering from "flu" and complications.

W. M. Concklin, terminal timekeeper, has gone to Chicago, where he expects to undergo an operation shortly.

Sympathy is extended to Mr. and Mrs. E. L. Galloway on the loss of their baby a few days ago. Mr. Galloway is assistant chief clerk in the office of Superintendent J. M. Walsh.

A wedding which came as a surprise to their many friends was that of Miss Edith Wright, daughter of F. F. Wright, Memphis division engineer, and George Sanders Myers, which took place at Marianna, Ark., December 26. Accompanied by Bernard Brant, timekeeper at Nonconah, and J. C. Shields, conductor, they drove to Marianna and were married. The wedding was kept a secret until January 26. Mr. and Mrs. Myers are now receiving congratulations from their friends.

Agent's Office, Helena, Ark.

(Mrs. G. M. Stovall)

The freight office force at Helena already boasts of having the best-looking quarters of any station on the Yazoo & Mississippi Valley, but when the decorators have completed their work now being done we shall have more cause for pride. Agent McLauren is also going to add a touch by a rigid spring cleaning, and no place could be more desirable for working conditions than the Helena office.

Ticket Agent and Mrs. W. G. Bennett have had a visit from the stork, who left a fine boy.

A new diversion, snow balling, was indulged in by some of the clerks here during the noon hours recently. This was the first snow since 1918.

Supervisor's Office, Tutwiler, Miss.

(Clara Milligan)

During January the Memphis division put on a "Kill No Stock" campaign. The Sunflower and Tallahatchie districts made an excellent showing in

THE OXWELD RAILROAD SERVICE COMPANY

representing

THE LINDE AIR PRODUCTS CO.

(Linde Oxygen)

THE PREST-O-LITE CO., INC.

(Prest-O-Lite Acetylene)

UNION CARBIDE SALES CO.

(Union Carbide)

OXWELD ACETYLENE CO.

(Oxweld Apparatus and Supplies)

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30 East 42nd Street, New York

Railway Exchange, Chicago

Use KERITE for *signal* service

the Dictionary says:

signal (sig'nal), *a.* Distinguished from the ordinary; extraordinary; conspicuous.

KERITE INSULATED COMPANY
NEW YORK CHICAGO

the campaign, Sunflower district ranking first and Tallahatchie district third. Since very little of the right-of-way on these districts is fenced and many head of stock are out in the fields to graze at this time of the year, this was a very good record. The railroad had the co-operation of patrons and stock owners, who volunteered to keep their stock off our waylands as much as possible.

Division Gardener W. Dorsey recently made a trip to Harahan, La., to get cuttings of flowers, trees and shrubs to be distributed on the Memphis division. Mr. Dorsey has been diligently at work with his flowers and shrubs and, due to good weather conditions, has accomplished a great deal toward furnishing foremen with flowers for their homes, instructing them how to make flower beds and set out trees. The parks along the Memphis division right-of-way are being well cared for, and this year will see many improvements along these lines.

An 8-inch snow fell at this point on February 3 and 4, the first snow that has been in this vicinity for the last five years.

Agent's Office, Clarksdale, Miss.

(Olga Kendricks and C. H. Skeahan)

Clarksdale recently organized a municipal band of forty-two pieces. When anything of any importance is started in the city, the railroad is always well represented; so when this band was organized several members of our local freight office, claim department, and locomotive department forces went in for it. Our musicians are: C. H. Skeahan, chief clerk, freight office, alto; S. E. Francis, assistant accountant, freight office, slide trombone; V. S. Atkins, claim agent, snare drum; Fred Montgomery, local attorney, cornet; H. E. Weekly, locomotive fireman, snare drum; C. Skillman, locomotive fireman, snare drum; Dave Mortimer, locomotive engineer, cornet. On February 8 the Masons of Clarksdale held services for laying the corner stone of the new Masonic Temple which is being erected here, and they called on the City Band to furnish the music. The band director selected twenty-three of the advanced members to play, and all of our employes represented, with the exception of two, were included in this number.

Trainmasters J. W. Rea and W. K. McKay recently held meetings for two nights in succession in the local freight office. These "get together" meetings are held to encourage the employes to discuss the reducing and preventing of claims and accidents. Interesting talks were made to the large number of employes who attended each night, and much benefit is expected to be derived from them.

Mrs. Bessie Williams, stenographer to Agent J. W. McNair, has resigned her position to take up life on the farm. She was succeeded by Miss Margaret Denman of Clarksdale.

VICKSBURG DIVISION

H. H. Barlow

Office of Superintendent

Sympathy has been extended to L. C. Murrell, dispatcher, Greenville, Miss., on the recent death of his mother, who resided near Shaw, Miss.

E. K. Farrar, ticket cashier, married Miss Frances Keanon at the bride's home at Greenville, January 17. They spent their honeymoon in Miami, Fla.

Miss P. B. Simmons, file clerk in the superintendent's office, was off duty recently for a week account illness.

J. H. Brooks, instrumentman, has been transferred to Clinton, Ill. R. B. Hickey was promoted from rodman to instrumentman to fill the vacancy.

S. Simmons, chief clerk to the superintendent, recently had the pleasure of entertaining Vice-President L. W. Baldwin in his home while Mr. Baldwin was making a tour over the Yazoo & Mississippi Valley. Mr. Simmons served as chief clerk to Mr.

Baldwin while the latter was superintendent of this division in 1909-1910.

J. R. Solomon, Jr., of the accounting department is back at work, having fully recovered from a serious illness, resulting from a relapse into "flu."

Authority has been received and work begun enlarging the freight office and warehouse at Greenville. The local freight department continues to show increased revenue and business over last year's record.

Sympathy has been extended Section Foreman S. D. Lee on the untimely death of his little girl, Margaret, age 6, caused by accidental burns. She died at the King's Daughters Hospital, Greenville, and her body was taken to Lime Rock, Ala., for burial.

E. L. Pinkston, flagman, married Miss Juanita Stampley of Holly Bluff, Miss., on February 4. They will make their future home in Greenville.

Freight Agent T. A. Noel is now pleasantly located in his new home at 205 McAllister Street, which he recently purchased.

Fireman Joe B. Scott, who was painfully injured on January 23, when his eyes were burned, is improving nicely and will soon be back on his run.

The entire Vicksburg division was covered with about five inches of snow Sunday, February 4. It stayed with us for several days. Everyone was glad to see it, as it was the first snow for several years.

NEW ORLEANS DIVISION

Thomas Treanor

Office of Superintendent

Vicksburg and Vicinity

The big blizzard which recently struck the Mississippi Valley hit Vicksburg in the shape of a sleet storm—and the blow was a knock-out. For twenty-one hours, without intermission, it sleeted. The fall was without precedent. The oldest inhabitant declared that to be a fact.

That venerable and ancient individual who saw service in the Mexican War and "fit nobly" or "fit nobody"—opinions vary—squeaked the same reply to



Snow at Vicksburg, Miss.

all curious inquirers. "I tell yeh," he wheezed, tremulously, "I ain't seed nuthin' like it in my whole eggspierents. No, sah, not in this here country! Nearest thing I ever seed to it was when me and Doc Cook was visitin' the No'th Pole."

The Oldest Inhabitant's veracity is unquestionable, his memory is better than a government record, and his weather predictions knock the weather bureau and the almanacs into a cocked hat. He is even more reliable than the ground hog—everybody admits that.

Classic Vicksburg, like classic Rome, is seated on her seven hills, and when the storm settled and a hard thick crust had formed on the fallen sleet they became very slippery hills—as slippery as eels or politicians. Nothing less than an Alpine climber or a native Eskimo could negotiate them successfully; but the railway workers managed it somehow. They all showed up for work at the right hour, a little disfigured or bedraggled, and in some cases not wholly whole—but enough left for all practical purposes.

Some skidded down the hills; some crawled in a fashion that would have given Bryan a conniption fit could he have seen them, and still others seemed to have used for locomotion every part of their anatomy except their feet.

"More yet," is the prediction of the Oldest Inhabitant, and he is backed up by the ground hog.

The sleet melted in due time, and the net result of the blizzard appears to have been the collapse of a few old roofs, which would have tumbled soon, anyway, a transient epidemic of bumps, bruises, cuts and skinned faces, and a rapid boost in prices of liniments and court plaster.

G. D. Tombs, assistant division storekeeper, is receiving congratulations on the birth of a third daughter.

W. B. Watson, formerly assistant chief accountant, has been appointed chief accountant in the superintendent's office, succeeding George M. Schaffer, resigned to enter other business.

Homer Smith, formerly of the Alabama & Vicksburg Railroad, is now connected with the superintendent's office here as freight train performance clerk.


Joseph Hirsh, lawyer and philanthropist, senior member of the law firm of Hirsh, Dent & Landau, local attorneys of the Yazoo & Mississippi Valley Railroad, died after a long illness January 14. Mr. Hirsh was one of the most prominent and learned lawyers practicing at the Mississippi bar and was noted for his public enterprise and practical philanthropy. He was widely known in railway circles.

Miss Arnot O'Hara, clerk, road department, is down with an attack of influenza.

Natchez, Miss.

(R. K. Holman)

Our Natchez force during the last few weeks has suffered an epidemic of "flu." Those confined to



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bed were J. H. Douglass, rate clerk; E. D. Goza, special accountant; W. K. Carney, claim clerk; J. L. Schuchs, warehouse foreman. Others were affected, but were able to keep at work.

Natchez is just recovering from the worst siege of sleet, snow and ice experienced here since February, 1907. Some property damage was sustained, but the good effects to the crop prospects will make property loss negligible. The Natchez compress and warehouse was the hardest hit, one of its large brick units completely collapsing.

There is every indication now that Natchez will greatly increase her truck yield, and market in the season just opening. We are loading and shipping our first car of cabbage today (February 9), which if correctly understood is the forerunner of a good many cars to move out from now on. The Chamber of Commerce has been instrumental in the installation of a 5,000-egg hatchery which is today making its first hatch and is already over-run with orders. This is indicative of the abounding interest worked up in the poultry industry. Some months ago a milk and cream station was opened here to stimulate dairying. Already this industry has progressed so rapidly that a complete creamery under the ownership of the Brookhaven Creamery is in course of construction and will be in operation in the near future. Everybody is pulling for prosperous and progressive Natchez and Adams County. The development bureau of our own Illinois Central System, through its field agents, has gone far toward stimulating and nurturing the interest manifested. Incidentally, the general business prospects of Natchez and territory are brighter than in years.

I did not intend to expose any more hunting expeditions executed by our Natchez employes, but since the following happened the other night and is too good to keep secret, I submit the evidence as of interest to the friends of our station accountant, J. B. Landreaux. Another contemplated "coon hunt" took place, but hard luck was manifest again. We failed to find any 'coon, but while our party and dogs were vainly searching one side of the swamp we detected another party of hunters on the opposite side, as evidenced by their horn and the melodious yelps of 'coon dog encouragement. Eventually we circled around to the exact route our predecessors had taken, they by this time seemingly having left the swamp for home. (Bear in mind, our dogs had failed up to this time to make even a "strike.") All of a sudden our strike dog opened

up within just a few feet of Landreaux, who was in the lead. Landreaux got much excited when the old dog made a lunge right up a small forked tree (the fork close to the ground), attacking some mighty varmint and felling him to the ground between his mighty fangs. Landreaux, fearing this large animal would murder our dog and escape, leaped to the dog's rescue and viciously attacked the animal. Just as the dog realized a "grave mistake," Landreaux exclaimed: "Ah, boy! I told you so! Man, ain't he a fine one?"

Some scrap! We all rushed up to inquire about the species of game, and he yelled, "A great big 'possum."

Upon examination we found the 'possum cold in death, evidently killed by our advance guard and placed in the fork of the tree in abandonment. Now don't discredit Landreaux's ability as a 'coon hunter, because he still contends our dog killed that 'possum.

Mechanical Department, Vicksburg, Miss.

(Thelma Howard)

P. J. Gallagher, R. E. Ballinger and B. V. Wright have returned from a flying trip to Chicago to attend meetings of the various shopcraft organizations. They are well pleased with the results of the trip. They also visited Burnside shops before returning home.

We are sorry to hear of the death of Albert Rose, negro laborer in the paint shop, who loyally served this company for twenty-eight years.

J. A. Johnson has been made assistant machine shop foreman at Vicksburg.

G. S. Rodenbaugh, who has been in the employ of this company since 1884 and who was pensioned on February 1, had been night roundhouse foreman at Vicksburg since September, 1900.

We lost one of our valued employes when Jim Condon died recently. Mr. Condon had had charge of the injector room at Vicksburg shops for a number of years and was well liked by all who knew him.

Along the Line

J. A. Andrews, our agent at Lindsay, says: "The revenue of our little station has greatly increased in the last month on account of a new spur being installed at Delombre, La., for log shipments. All billing is handled through this station. As soon as the weather clears up, we expect a heavy movement of logs from that point."



Train No. 15 standing at Lutchter, La., on the New Orleans division of the Yazoo & Mississippi Valley, more than twenty-two years ago. The locomotive was in charge of Engineer S. P. Bolkan, who has been in the employ of the Illinois Central System forty-six years.

One Hundred Twenty-eight

Illinois Central Magazine

ILLINOIS CENTRAL MAGAZINE

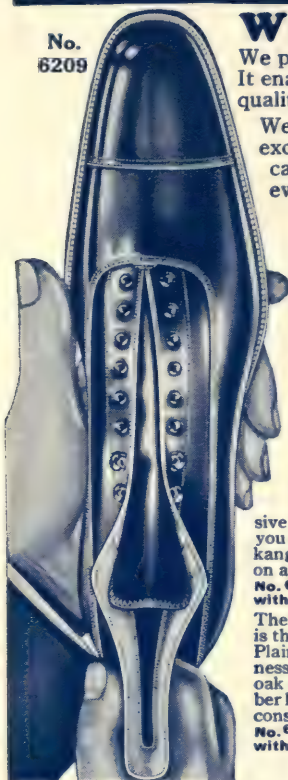


APRIL

1923

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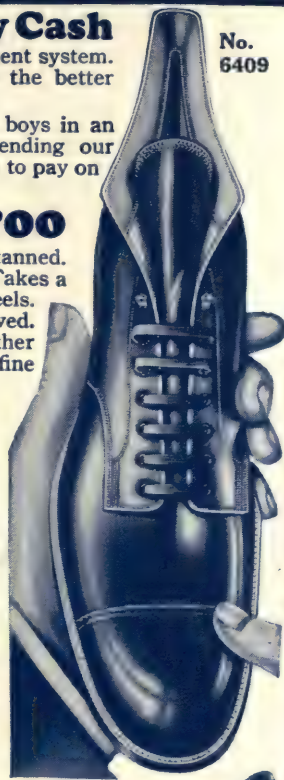
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Most popular of latest square toe models, both for comfort and dress. Four rows of stitching and neatly pinked vamp and tip. Cordovan shade soft uppers and single oak sole Goodyear welt-sewed.

A shoe to be proud of. "Wingfoot" rubber heels free.

Sizes:
6 to 11



No. 8109
Give size.
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Neat English Last

Its beauty is in its plain lines and medium toe which many men prefer.

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Size.
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Handsome cordovan shade uppers with perfectly plain neat stitching. "Wingfoot" rubber heels and high grade oak sole genuine welt sewed. Sizes—6 to 12.

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L. W. Baldwin

Mr. Baldwin, who has resigned as vice-president in charge of operation of the Illinois Central System to become president of the Missouri Pacific, entered the service of the Illinois Central in 1896 as a chainman at Anna, Ill. After service in construction on our Western Lines and as assistant engineer at Fulton, Ky., he was made track supervisor at Springfield, Ill., in 1900; in 1901, roadmaster at Memphis; in 1904, trainmaster of the Mississippi division. In 1905 he was transferred to the Indianapolis Southern (now part of the Indiana division), and in 1906 he was made superintendent of that road. Two years later he was made superintendent of the Vicksburg division, and in 1910 he was appointed engineer, maintenance of way, of the Illinois Central System. Three years later he was appointed superintendent of the Kentucky division. In 1915 he was promoted to general superintendent of the Southern Lines. That same year he was made general manager of the Central of Georgia, and a year later he was promoted to vice-president of the same road. He served during federal control as assistant to Mr. Markham, who was regional director at Atlanta, Ga., and later at Philadelphia. When Mr. Markham resigned from the Railroad Administration in 1919, Mr. Baldwin succeeded him as regional director at Philadelphia. March 1, 1920, Mr. Baldwin was elected vice-president in charge of operation of the Illinois Central System.



ILLINOIS CENTRAL MAGAZINE

APRIL

NINETEEN TWENTY-THREE

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GEORGE M. CROWSON, *Editor*.

CHARLES E. KANE, *Assistant Editor*.

L. W. Baldwin Heads the Missouri Pacific

Resignation of Operating Vice-President of Illinois Central System Brings About Numerous Promotions

LW. BALDWIN, vice-president in charge of operation of the Illinois Central System, who has served the Illinois Central System continuously since he first entered railway service twenty-seven years ago, has resigned to accept the presidency of the Missouri Pacific Railroad Company. His resignation became effective April 1, at which time he took up his new duties, with headquarters at St. Louis.

Mr. Baldwin's resignation entails a number of promotions in the operating department.

A. E. Clift, general manager, succeeds Mr. Baldwin. J. J. Pelley, general superintendent, who for two years and a half has been on detached service with the car service division of the American Railway Association, succeeds Mr. Clift. G. E. Patterson, who has been acting general superintendent, Northern Lines, in place of Mr. Pelley, becomes general superintendent, Northern Lines. J. M. Egan, general superintendent, Southern Lines, succeeds Mr. Pelley with the car service division, American Railway Association. W. Atwill, superintendent, St. Louis division, succeeds Mr. Egan. J. W. Hevron, superintendent, Illinois division, succeeds Mr. Atwill. Floyd R. Mays, superintendent, New Orleans division, succeeds Mr. Hevron. J. F. Walker, master mechanic, Kentucky division, succeeds Mr. Mays. C. M. Starke, master mechanic at Centralia, Ill., St. Louis division, succeeds Mr. Walker. H. N. Seely, general foreman at our Waterloo, Iowa, shops succeeds Mr. Starke. J. Kurth, Jr., general foreman at our Council Bluffs, Iowa, shops, succeeds Mr. Seely. H. C. Steinmeyer, air-brake foreman at Waterloo, succeeds Mr. Kurth. Alfred C. Kann, assistant night roundhouse foreman at Waterloo, succeeds Mr. Steinmeyer. W. M. Collier, machinist at Waterloo, succeeds Mr. Kann.

Mr. Baldwin's twenty-seven years of Illinois Central System experience have fitted him exceptionally as an operating officer, and in his work in the Southwest he will carry with him the best wishes of thousands of men who have been associated with him on this railroad.

Almost all of Mr. Clift's thirty-five years of railway service have been with the Illinois Central System. He was first employed by the Illinois Central as a call boy at Champaign, substituting for an employee on leave of absence, but his continuous railway service dates from December 5, 1888, when he became a brakeman in freight service. He was promoted to conductor in 1891. The following year he left the service of the Illinois Central and became a conductor on the Big Four, but he returned to the Illinois Central System again in 1893, after an absence of less than a year, and was made engine foreman at Champaign. He was promoted to yardmaster in 1893, and in 1894 he again became a conductor. He was appointed acting trainmaster of the Chicago district in 1902, and in 1903 he was appointed trainmaster. In 1905 he was promoted to superintendent, Freeport division, and in 1907 he was transferred to the St. Louis division as superintendent.

Mr. Clift was appointed general superintendent, Southern Lines, in 1910, and in 1912 he was made general superintendent, Northern and Western lines. He has been general manager since October, 1917.

Mr. Pelley entered the service of the Illinois Central System in 1900 as a track apprentice. In 1904 he was appointed supervisor on the Indiana division, and in 1905 he was transferred to the Memphis division as supervisor. He was appointed roadmaster, Louisiana division, in 1908, and in 1911 was transferred to the Tennessee division as roadmaster. He was appointed

superintendent, Tennessee division, in 1912, and three years later he was made superintendent, Memphis division. In 1917 he was appointed general superintendent, Southern Lines, and in 1919 he was made general superintendent, Northern Lines. In 1920 Mr. Pelley was lent to the car service division of the American Railway Association, and recently he has been serving as chairman of the Chicago car service commission, also being in charge of the refrigerator car section of the car service division.

Mr. Egan, who is a son of Colonel A. H. Egan, general superintendent, Yazoo & Mississippi Valley Railroad, entered the service of the Illinois Central System in 1893 as a messenger in the transportation department, Chicago terminal. His successive promotions have been: 1894, agent, 104th Street, Chicago; 1898, timekeeper and chairman on construction, Evansville, Ind.; 1899, rodman, engineering department; 1900, bridge department, Chicago; 1901, assistant engineer; 1903, road supervisor and assist-



A. E. Clift

ant engineer, double track work; 1904, roadmaster, Freeport, Nashville and Tennessee divisions; 1911, superintendent, Mississippi division; 1915, superintendent, Tennessee division; 1919, general superintendent, Southern Lines.

Mr. Patterson entered the service of the Illinois Central System as telegraph operator at Charter Grove, Ill., in 1889. In 1890 he was appointed agent and operator at Laclede, Ill., and later he served as agent at Farina, Kinmundy, Rantoul, Gilman, Mattoon, Champaign and Kankakee, all in Illinois. In 1903 he was appointed division agent in charge of the Illinois division; in 1904 he was appointed inspector of weights; in 1905 he was appointed trainmaster, Freeport district. In 1906 Mr. Patterson was transferred to trainmaster, Amboy district, and in 1907 to trainmaster, Chicago district. In 1913 he was appointed superintendent of the Springfield division; in 1915 he was made superintendent of the Louisiana division, and in 1918 was appointed superintendent of the Illinois division. He became acting general superintendent, Northern Lines, in 1920, succeeding Mr. Pelley.

Mr. Atwill learned telegraphy at Rockford, Ill., his first position being night operator there. He worked as train dispatcher on the Chicago & North Western and the Grand Trunk, but returned to the service of the Illinois Central System in 1901, and was successively trick dispatcher at Dubuque and chief dispatcher at Cherokee, Fort Dodge and Dubuque, all in Iowa. He was promoted to trainmaster at Fort Dodge in 1907, was transferred to the same position at Dubuque, and in 1915 was made



J. J. Pelley

superintendent of the Minnesota division. He was promoted to superintendent of the St. Louis division in 1917.

Mr. Hevron entered railway service in 1895 as operator on the Louisville, Evansville & St. Louis Railroad (now part of the Southern Railway), and with that road he served successively as operator, agent, yard clerk and bill clerk. In 1899 he was employed by the St. Louis, Peoria & Northern Railroad (now part of the Illinois Central System) as operator and yard clerk at East St. Louis. For a short period in that year he was employed by the Toledo, St. Louis & Western as operator, and on Christmas Day, 1899, he returned to the Illinois Central as operator. In 1900 he became an operator in the dispatcher's office at Kankakee, and his successive promotions since then have been as follows: 1900, train dispatcher, Bloomington, Pontiac and Tracy districts; 1901, train dispatcher, Chicago district; 1907, chief dispatcher, Illinois divi-

sion; 1915, trainmaster, Illinois division; 1915, superintendent, Springfield division; 1919, superintendent, Tennessee division; 1920, superintendent, Illinois division.

Mr. Mays began his railway career as a machinist apprentice for the Norfolk & Western Railroad, Roanoke, Va., in 1895. He entered the service of the Southern Railroad as a machinist at Salisbury, N. C., and later was transferred by that company to Selma, Ala., as machinist. Mr. Mays entered the service of the Yazoo & Mississippi Valley Railroad at Vicksburg, Miss., in 1901, as a machinist. He was promoted to locomotive engineer, Vicksburg division, in 1903. His successive promotions since

then have been as follows: Appointed instructor on transportation rules, 1911; promoted to traveling engineer, Vicksburg division, 1911; appointed assistant trainmaster, Memphis division, 1912; appointed trainmaster, Vicksburg division, 1913; transferred to New Orleans division as trainmaster, 1916; promoted to superintendent, New Orleans division, 1917.

Mr. Walker entered the service of the Illinois Central at the Paducah shops as a special machinist apprentice in 1898 and was promoted to journeyman after two years' service. In 1901 he was made night roundhouse foreman. He served successively as machinist gang foreman and day roundhouse foreman until 1906, when he was appointed general foreman of the Evansville district. The next year he was made general foreman at the Paducah shops. In 1909 he became master mechanic at our East St. Louis, Ill., shops. The next year he was transferred to Paducah as master mechanic.

Mr. Starke entered the employ of the Illinois Central as a clerk in the master mechanic's office at Water Valley, Miss., in 1891. From 1893 to 1897 he served an apprenticeship in the shops. He served as a machinist and gang foreman until 1901, when he was appointed night roundhouse foreman. From 1902 to 1905 he served as day roundhouse foreman, and then until 1909 as erecting shop foreman. In 1909 Mr. Starke was transferred to the Indianapolis Southern as gen-



J. M. Egan



G. E. Patterson

eral foreman at Indianapolis. In 1911 and 1912 he was general foreman at Champaign, Ill. Then he served a year as master mechanic of the Mississippi division at Water Valley, and then four years as master mechanic of the Louisiana division at McComb. In March, 1922, he was named master mechanic at Centralia.



W. Atwill

Mr. Seely served an apprenticeship as a machinist in the Waterloo shops from 1900 to 1904. He was in the service of various other railroads from that time until 1907, when he returned to the Illinois Central as a machinist at Cherokee, Iowa. In 1911 he served as machinist and extra gang foreman at Waterloo and Dubuque, Iowa, and



J. W. Hevron



F. R. Mays



J. F. Walker

then he spent a year as roundhouse foreman at Fort Dodge, Iowa. In 1913 he was general foreman at Dubuque, Iowa, after which he returned to Fort Dodge as roundhouse foreman. In 1917 he was made general foreman at Cherokee, Iowa, and a year



C. M. Starke

later he was made general foreman at Waterloo.

Mr. Kurth has been with the Illinois Central ever since he began his apprenticeship as a machinist in 1897. He worked in various parts of the shop as a machinist until 1911, when he was made gang foreman. In 1915 he was promoted to assistant roundhouse foreman, and a year later he was made roundhouse foreman. In 1919 he was promoted to general foreman.



H. N. Seely



J. Kurth, Jr.

Railway Success Essential to Prosperity

*Problem Must Be Taken Out of Politics and
Definite Scheme of Treatment Adhered To*

An address on "The Problem of National Railway Transportation," delivered before the Prairie Club, Des Moines, Iowa, February 24.

By JAMES C. DAVIS,
Director General of Railroads

THE views contained in this paper are wholly personal, not connected with any official responsibility, and represent no one but myself.

The greatest problem of vital interest to the American people, the one having the most direct bearing upon every commercial and agricultural investment, is the question of railway transportation.

As has many times been said, the railroads are the arteries of our national life. Unless this controlling factor in modern civilization functions, to the end that our people receive efficient transportation service, at such rates as will permit a free interchange in the way of both passenger and freight movements, we can have no permanent or widespread prosperity.

Next to agriculture, railway transportation represents the greatest, most essential, and most important commercial activity in the land. Any sort of prosperity in the fields of commerce, mining, manufacturing, and agriculture is dependent upon adequate and reliable transportation service, of a character that will enable the prompt movement of tonnage to market or destination.

In Iowa, where the principal occupation of our people is agriculture, and the largest outbound tonnage is the products of the farm, the farming element is peculiarly dependent for its prosperity upon the railroads, and, as the products of the farm represent the greatest single item of tonnage produced in Iowa, the railroads of this state are peculiarly dependent upon these products for any net earnings that their service in this state may produce.

Need to Study the Question

With these two great interests so interdependent, there should exist between the farmers and the railroads such a community of interest as would result in the most cordial co-operation, and I have always believed that this result has not been accomplished for the reason that the basic facts surrounding the railroads, the complexities involved in their operation, their value, the true amount of investment in this property, and their actual earnings, have not been the subject of impartial and detailed study, and, furthermore, that the railway question has

been approached by the people as a political rather than as a very complex economic question.

The thought I am trying to express has been accurately stated in a recent address by the Secretary of Agriculture, where he said:

"An efficient agriculture and an efficient transportation system are indispensable to the national welfare and are dependent upon each other. The relation between the two industries is so very intimate that neither can afford to acquiesce in a condition which seriously affects the other."

A spirit of antagonism has been greatly fostered by the distribution of misinformation.

The railroads for more than thirty years have been subject to ever increasing governmental control. Annual reports, showing in great detail the results of operation, subject at all times to public inspection, have been regularly made, and there is no reason why any one interested in this question should not at any time ascertain the truth about this much discussed and oft-times much misrepresented proposition.

The Growth of the Railroads

In 1835 there were but 1,098 miles of railroad in the United States, confined largely to a few Southern and Eastern states, Pennsylvania, South Carolina, Maryland, and Massachusetts having, in the order named, the greatest amount of mileage. In 1860, just before the Civil War, the mileage aggregated 30,635 miles. In 1870, about the time of the end of the reconstruction period following the Civil War, the mileage had increased to 52,922 miles.

From 1870 to perhaps 1916 or 1917, covering a period of less than fifty years, there has been constructed the present system of national railway transportation, undoubtedly the greatest and most efficient plant of its kind the world has ever produced.

It is a very significant fact that since 1917 more miles of railroad have been abandoned than have been constructed. January 31, 1917, the first track or road mileage of all classes of steam roads was reported as 253,626, and on December 31, 1921, the same mileage was reported as 252,044, showing a reduction of some 1,582 miles. As during this period there was perhaps the normal increase in population and volume of tonnage, this reduction in mileage can only be accounted for by the fact that railway earnings and conditions have not

justified further capital investments. This showing does not indicate a healthy condition of this industry.

Government Control of Railroads

In the beginning of the period of increased railway building, the construction of railroads and the investment of private capital in them was supported by the public in every possible way. Land grants were made by the federal government, and taxes in aid of railroads were liberally voted by states, counties, townships and municipalities, while the investment of private funds was encouraged, not only as a money-making enterprise, but as one in the interest of the general welfare of the people. It was universally recognized that railway extension was essential to national progress and prosperity, and this was especially true in the great Middle West, where railway facilities were absolutely necessary in the opening up and developing of what is now the greatest agricultural empire in the world.

The railroads were, in the early part of this period, recognized as private property, and operated as such, without appreciable effort at government control. Of course, under these conditions, exploitation and indefensible abuses became prevalent. There was much stock manipulation; there was frequent and reprehensible discrimination, not only as between communities but as between individuals; secret rebates, in the way of freight charges, were granted favored interests, and the issuance of free transportation to public officers and influential individuals became a public scandal.

In 1876, the Supreme Court of the United States, in approving legislation enacted by Iowa, Illinois and Wisconsin, popularly known at the time as the "Granger Cases," sustained state legislation regulating railroads and public elevators and warehouses. A paragraph in one of the opinions gives the principle decided by the court. It is as follows:

"When, therefore, one devotes his property to a use in which the public has an interest, he in effect grants to the public an interest in that use, and must submit to be controlled by the public for the common good."

These decisions by the Supreme Court of the United States started an avalanche of state and national legislation in the matter of railway regulation and control, which continued down to the commencement of the World War. Because of real or fancied abuses, there was a complete revulsion of public opinion in regard to railway corporations.

In 1887 Congress enacted the Interstate

Commerce Act, which by frequent amendments has been enlarged and extended. Legislatures, treating the highly complicated question of transportation as a political issue, without any sort of economic study of the problem, regulated the details of operation without regard to the possibility of the carriers complying with them, or the effect such legislation would have upon their net revenues. The 2-cent passenger fare law, passed in very sparsely settled states, full crew laws, and average speed for stock trains are fair examples of the legislation of this character.

Since January 1, 1888, the Interstate Commerce Commission has required annual reports, covering in minute detail everything connected with the operation of the carriers. State railway and tax commissions have also required innumerable reports, many of them being duplicates, except as to slight differences in form. The clerical expense in preparing these many reports is very large.

Every one of these thousands of legislative enactments was for the benefit of the public, the patrons of the railroads, or of the employes; all of them tended to increase operating expenses or reduce revenues, and, until the enactment of the present Transportation Act, there was not a line in any of this legislation looking to the protection of the owners of the property.

For many years the carriers successfully met this rising tide of operating expenses and diminished showing of net earnings by efficiency in operation, largely by reducing grades and curves, laying heavier rail, and purchasing locomotives with greater tractive power and freight cars with larger tonnage capacity. By 1917 this saving had reached its limit. Many of the roads were suffering from deferred maintenance, and large capital expenditures were in demand, for increased equipment, better terminals and improved shop machinery and other facilities.

Results of Federal Operation

The Interstate Commerce Commission had refused what, in the light of subsequent events, would seem to have been reasonable and necessary increases in freight rates; many thoughtful experts in railway operation were apprehensive of a breakdown of the national system of railway transportation, and government ownership began to be considered as perhaps more than a possibility.

The World War caused a truce in the railway situation. On December 27, 1917, the president, as a war measure, took over all the systems of railway property in the United States deemed essential to the uni-

fication of such transportation as a whole. The government retained possession of and operated these properties from December 31, 1917, to February 29, 1920, a period of twenty-six months.

It is neither the purpose nor within the limits of this paper to discuss in detail the results of this great adventure on the part of the government. There is much dispute and discussion concerning the matter. From the somewhat intimate knowledge I have of this situation I have come to some quite definite conclusions.

So far as the physical maintenance of the property is concerned, I believe, with some exceptions, it was maintained up to the general standard fixed by the owners of the property during the test period immediately preceding federal control. On the other hand, at the end of federal control the railroads of the United States were suffering from a profound economic and financial disturbance.

This condition cannot be charged to the government as a result of federal control. Substantially the same situation would have occurred if there had been no such action taken. The peculiar character of railway property, the fact that it is devoted to a public use, and the further fact that interstate common carriers have no right, except through the action of the Interstate Commerce Commission, to raise their rates, made it inevitable that during a World War, a period of continued increases in the price of everything essential to the operation of a railroad, with the necessarily slow progress incident to proper hearings in applications for rate increases, the Interstate Commerce Commission could not have made the successive increases in rates essential to keep annual income on a par with the flight of increasing expenses. In the condition these carriers were in at the time the

president took them over, federal control was a necessary incident to a successful prosecution of the war. Federal control stabilized the income of the carriers, so that without default they could meet their liabilities in the way of paying current obligations for interest charges and usual stock dividends.

A 3-Year Shrinkage in Returns

There would have been a sharp dislocation in the financial situation of the railroads, due wholly to war conditions, independent of whether the government had taken them over or not. While, as we hereafter explain, there is no legal liability on the part of the government for those injuries which this property sustained as a result, if you please, of the "fortunes of war," a candid and just consideration, in solving present transportation difficulties, should be given to a comparison of the financial condition of the carriers immediately before and immediately after the period of federal control.

The government took possession of the property for operating purposes at midnight December 31, 1917. For the calendar year 1917, the net earnings of the property, on what is known as the book or investment value, were \$974,778,937, or 5.13 per cent. Federal control ended February 29, 1920. The government, to enable the Interstate Commerce Commission to make the necessary readjustment of rates succeeding federal control, continued the compensation paid during the control period for six months, or until September 1, 1920, at which time all government support and contribution to the carriers was withdrawn.

For the calendar year ending December 31, 1920, there was an operating deficit of .08 per cent, or \$2,243,839. By reason of the periods during 1920 while the property was under federal control and while the



Director General James C. Davis at his desk

government guaranty was in force, the carriers were not obliged to sustain this operating loss, but the responsibility was placed upon the government and the carriers, at the termination of the guaranty period, to extricate the property from a condition where operation showed a deficit to a point where normal earnings could be restored.

This economic condition, reflecting a transition in three years from fair net earnings to a substantial deficit, is one which requires frank consideration in solving the present problem of national transportation.

Cost to Government \$1,800,000,000

No one contends that this operating result is or can be the basis of monetary claims by the railroads against the government, growing out of the period of federal control. In final adjustments with the carriers no amounts for economic damage because of the disorganization of their finances have been allowed or can be made. Damages because of financial disturbance are the result either of abnormal war conditions or the lawful exercise of governmental authority. In either case, they are claims for which the law affords no remedy; they are remote, contingent, and speculative; they are the result of inconvenience and loss which all citizens were subject to because of war conditions, and no compensation for them has ever been allowed, and no liability can be predicated upon them.

The financial condition of the carriers at the end of federal operation arose from causes for which the carriers were not responsible and over which they exercised no authority.

I cannot at this time go into the details of federal control. There will always be differences of opinion as to whether or not the government, having the power, should have raised rates as operating expenses increased. Personally, I have no criticisms to offer. War conditions made it difficult to determine the proper course to pursue. The government adopted a plan whereby operating deficits should be borne as a general war expense. This, in the end, made the reconstruction period more difficult for the carriers.

During federal control the government undoubtedly did the best it could, so far as hard and fast legislative enactment was concerned. An effort was made not only to preserve the physical value and condition of the carriers' property, but also to maintain that elusive and uncertain element designated as "going value." Just and perhaps generous provisions were made for compensation for the use of the property; carefully prepared plans for maintenance were put in force; conditions were provided for the advance of funds to meet

pressing obligations to those carriers which were not in a situation to pay promptly, and large sums were expended for additions and betterments.

The financial misfortunes of federal control were not borne solely by the carriers. When the final page of the history of this period is written, it will be found that the government, for its share in the venture, lost in the neighborhood of \$1,800,000,000. This sum includes operating losses, payments during the guaranty period, payments to deficit short lines, and all incidental losses directly the result of federal control.

An ideal transportation system could be described as one which furnishes prompt, adequate, and efficient service to the public, at rates that are reasonable and will permit that free exchange of commodities essential to a prosperous commercial life; pay all employees sufficient compensation to live and rear their families under civilized standards of living, and return to the owners of the property held and used in the service of transportation a fair compensation, based on the value of such property.

The Transportation Act of 1920

This result is the aim and purpose of the Transportation Act of 1920. While the termination of federal control in a way speeded the enactment of this law, it is not in any sense a hasty and ill-considered piece of legislation. Congress had for some years been investigating the transportation question in all its details, and this act is the result of patient study and mature deliberation on the part of the most able and experienced men in Congress. It is the first effort on the part of the government, after many years' experience in federal control, to codify the rules governing railway transportation, and is an effort to create a permanent and logical plan, looking to the operation and control of railroads.

The most notable features of the act, emphasized as being a departure from previous legislation, are the provisions extending the powers of the Interstate Commerce Commission, a plan of consolidation, an effort on the part of the government to assume the control of wages, to the end that the economic waste of railway strikes may be avoided, and an attempt to safeguard and protect private interests.

Heretofore Congress and state legislatures have overlooked the protection of the many individuals who for full value are the real owners of the railroads of this country. The latest reliable data indicate that the stockholders in railroads aggregate about 768,000. In one great company, the Penn-

(Continued on page 101)

Odd Modes of Travel in Foreign Lands

*Sleighting Over Cobblestones Is Only One of
Queer Methods of Transport Found by Pensioner*

By W. A. PERKINS,

Pensioner, Canastota, N. Y.,

Formerly City Ticket Agent, St. Louis

IT would be well for the reader, before centering his thought on travel in the Old World, first to stop and consider the comforts and pleasures we experience in our own country.

What is lacking to a traveler in making a trip of a thousand or two thousand miles on such trains as the Panama Limited, the Seminole Limited, the Overland Limited or the Twentieth Century Limited of today? He has the club car, which has the conveniences and affords the pleasure of any modern club house; the Pullman compartment and open-section sleeping cars, roomy, sanitary, with a polite servant to administer to his every want; the palatial dining car to serve the most finicky appetite with the most wholesome food obtainable in our many markets; the library observation car, with its social gatherings, its books and magazines and its opportunity for viewing the scenery along the line.

We can justly and unhesitatingly name our *de luxe* trains "palaces on wheels."

Made First Stop at Madeira

I am not going to confine this article alone to railway travel but will include other modes of travel prevalent in the countries I visited in the Old World.

Our first stop after leaving New York was Madeira, "the Island of Sunshine and Flowers," which belongs to Portugal and lies off the southern coast of Spain.

Two stewards on the stone steps swung us ashore as the tender was lifted on top of a wave. We were ashore for the first time in a week, our first stop in the Old World. How we did laugh! Up to us came a vehicle like to nothing we had ever seen. It had two seats facing each other and

over them a canopy draped with cretonne curtains. The seats were scarcely two feet above the ground, and the vehicle moved on runners instead of wheels. No, there was no sign of snow. The weather was like one of our most glorious June days.

The pavement was of cobblestones, edges up, and the impossible vehicle was dragged over it by a team of small oxen. The driver ran alongside and every few minutes put a bag of grease under the runners. It was not uncomfortable; it did not bump at all, but how it did skid going around corners! The driver ran alongside with his bag of grease, and almost constantly, to urge on his oxen or to warn approaching traffic through the narrow streets, he called out in musical tones of soft-slurred Portuguese. Not a wheeled vehicle was to be seen anywhere. All traffic was on oxen- or mule-drawn sleds or on huge wicker baskets carried on persons' heads. We sledged to the railway station and took a cog-wheel railroad up the mountain four miles to the very top of the island. What a ride! What flowers! First came fields of sugar cane, then banana groves; then we passed through a residential section with flowers in greater variety and profusion than Florida ever dreamed of. The end of the railroad was four miles away and a mile higher in altitude, and the trip was much like that on the cog-wheel road up Pike's Peak in Colorado.

Coasting Downhill in Summer

Then came the trip down the mountain. We slid down in a wicker settee on runners like on the ox sleds, with no cover or dash board, with a man holding to a rope on each side to steer and another man acting as a brake. We slid down the mountain, four miles, entirely over cobblestone pavements. The road went around a curve, and one man would stop and pull while the man in the back shielded the sled around. What a novel sensation! Coasting in midsummer weather (February 11) through gardens of semi-tropical flowers!

Our next stop was at Cadiz, Spain. After driving around that city in antiquated carriages like those used in Chicago fifty years ago, we boarded a special train for Seville. Perhaps there might have been a station in Cadiz, but I did not recognize it. The train stood in a yard enclosed by a high picket fence. Our guide led the way, and we followed like a drove of sheep until we got



Mr. Perkins in a Madeiran taxi



Coasting on the Madeiran hillsides

alongside the cars; then we made a dash to get into the things.

These cars were about the size of medium-sized street cars, containing six or eight compartments, seating four, six and sometimes eight passengers in each compartment.

The first-class cars had the largest compartments, seating eight and taking up the entire width of the car; consequently we could not leave this compartment until the train came to a stop. The second-class coaches had narrow passages on one side, and the compartments seated six passengers, except the two end ones, which had room for only four. This made room at the end of the aisle for a small folding seat, which I judged was for the guard or, as we would say in this country, the trainman.

Preferred Second Class

I noticed the first-class coaches filled up first on this, our first trip, but on our return the next day my traveling companion suggested we try a second-class coach. We both found it more to our liking, as he said we had a chance to stretch our legs a bit in walking up and down this narrow aisle.

Our train made about fifteen miles an hour. At that speed we were not shaken up to any extent, but the joints were opposite and the rails badly worn, and with these 4-wheeled cars it was not difficult to detect every joint. The cars were lighted by kerosene lamps and, as far as I could learn, had no means of being heated. The walls of each compartment were covered with advertisements and many notices printed in Spanish.

To get out of the first-class compartment it was necessary first to drop the window in the door, then to reach outside and unfasten two catches on the door. At each station many vendors of cakes, candies, postcards and fruit crowded the platforms and cried their wares to the tourist. Our dinner, served in our compartment, was a box lunch, with a bottle of wine to wash it down. It might be well to add here that water suitable for drinking purposes was almost impossible to obtain from the time we left New York until we returned.

The next day we returned from Seville and attempted to get back to our ship, but the waves were running high and the use of the gangway had been discontinued. The tender hung alongside the ship trying to find some way for us to get aboard. A rope ladder was swung across, and one or two men made the ship that way, but it was hardly a success. At last the officers rigged up a huge laundry basket on a pulley. This they swung from an opening in the ship's side to the deck of the tender.

Going Aboard Ship in a Basket

Two young girls—good sports—were the first to try the basket route. They wedged themselves into it, sitting on square cracker tins. An officer from the ship gave the signal, and sailors hoisted the basketful of girls off the deck of the tender, thirty or forty feet through the air and into the opening in the side of the ship. Two more young girls tried it, and the fears of the passen-



Four-wheeled Spanish coach

gers turned into eagerness to try the novel aerial ride. Two by two, all of the women were swung from the tender to the ship, and when the women had all been landed the men had their turn. It was 5:30 p. m. when the tender reached the ship. It was 9 o'clock when we all got aboard.

Our next stop was at Gibraltar. The only transportation I saw was more of these antiquated carriages. These took us about the city and up the rock, where we could enter the galleries, which are from two to three miles in length, tunneled through the solid rock and with batteries built at all advantageous points up to 1,350 feet above the sea, commanding a good view of the straits.

Two days later our ship came to anchor in the bay off Algiers, Africa. Railway travel at this place was unknown. The Arabs, who make up the majority of the population, pride themselves on their Arabian horses, and the decorations some of these steeds wore would appear well in any of our circuses. The Turks and Moors prefer the camel as a means of transportation, and the negroes and Maltese still cling to the ancient and sure-footed donkey. Algiers, like Gibraltar, is very hilly, and the cruder mode of travel seems to prevail.

Railway Travel in Syria

After spending two days in Athens, Greece, and three or four in Constantinople, Turkey, we were overjoyed in once more getting safely on shore at a little village

by the name of Caifa, Palestine, (this was on February 28), where we were to take a special train for Damascus, Syria. Everybody was loaded down with hand baggage, as we were going to be on shore eighteen days and we were not allowed a trunk. Our train was standing alongside the pier, and, after getting a seat in one of the compartments, I moved around like the other passengers, as it seems to be the fashion when the train is at a station for all to get out and walk up and down the platform. This railroad was practically new, having been built by England since the World War. The cars were the 4-wheel type, containing six or eight compartments, and had been brought from England after they were nearly worn out. The engine, however, was new, not much larger than the suburban engines used in Chicago. It was painted up flashily in bright red and green. The whole train was coupled together with chains, controlled by airbrakes and lighted by kerosene. After all had got ashore and our guide had warned us to get aboard, we started out on our journey for Damascus.

Our train passed through Samaria to the Jordan valley, then north for about an hour along that river until we reached the Sea of Galilee. Here we stopped thirty minutes for dinner, which was served in a large, shed-like building back of the station. When it was time for the train to start, the station agent came to the door of the station and rang a bell about like a dinner bell. Then after he had finished and the passengers were aboard, the conductor

Lunes 13 de Febrero de 1922.—De Cádiz a Sevilla.

ESTACIONES	HORAS		
	Llegada	Parada	Salida
Cádiz ..	10.15	6	8.50
Jerez ..	12.16	8'	12.24
Utrera ..	13, 5	•	
Sevilla (San Bernardo).			

Martes 14 de Febrero de 1922.—De Sevilla a Granada.

ESTACIONES	HORAS		
	Llegada	Parada	Salida
Sevilla (San Bernardo).	•	•	9.38
Utrera ..	10.23	12'	10.35
La Roda ..	13.44	10'	13.54
Bobadilla (Fonda)	14.26	14'	14.40
Granada (Andaluces)	18.22	•	

Jueves 16 de Febrero de 1922.—De Granada a Algeciras-Puerto

ESTACIONES	HORAS		
	Llegada	Parada	Salida
Granada (Andaluces)	•	•	7.20
Bobadilla (Fonda)	10.51	41'	11.32
Algeciras-Puerto	16.10		

De los turistas que llegarán a Sevilla-San Bernardo por el tren especial del lunes 13 de Febrero, se separará un grupo, que viajará desde Sevilla (Plaza de Armas) a Córdoba y Granada (Andaluces), por los siguientes trenes ordinarios.

Lunes 13 de Febrero de 1922.—De Sevilla (P. A.) a Córdoba, en coches de butacas

Sevilla (P. A.) - Salida por tren expreso núm. 91 de M. Z. A. a las 20.10
Córdoba Llegada id. id. id. a las 22.55

Martes 14 de Febrero de 1922.—De Córdoba a Granada (A), en coches directos de 1.ª clase.

Córdoba	Salida por tren correo núm. 2 de Andaluces a las 11.15
Bobadilla (Fonda)	Llegada id. id. id. a las 15.18
Granada (A)	Salida id. id. núm. 21 id. a las 15.40
	Llegada id. id. id. id. a las 19.45

Este grupo continuará su viaje a Algeciras-Puerto, en el tren especial del jueves 16 de Febrero.

Martes 14 de Febrero de 1922.—De Cádiz a Sevilla.

ESTACIONES	HORAS		
	Llegada	Parada	Salida
Cádiz ..	•	•	8.45
Jerez ..	10.14	7'	10.21
Utrera ..	12.27	8'	12.35
Sevilla (San Bernardo).	13.20	•	

Martes 14 de Febrero de 1922.—De Sevilla a Cádiz.

ESTACIONES	HORAS		
	Llegada	Parada	Salida
Sevilla (San Bernardo).	•	•	19.
Utrera ..	19.55	9'	20. 4
Jerez ..	22. 2	9'	22.11
Cádiz ..	23.30	•	

Miércoles 15 de Febrero de 1922.—De Sevilla a Cádiz.

ESTACIONES	HORAS		
	Llegada	Parada	Salida
Sevilla (San Bernardo).	•	•	14.15
Utrera ..	15. 5	6'	15. 6
Jerez ..	16.53	15'	17. 8
Cádiz ..	18.25	•	

blew a small horn similar to the ones used by our fish-peddlers. Then the train started out slowly, giving any belated passenger a chance to hitch on.

Our next stop was Damascus, the oldest city in the world, founded by Shem, the son of Noah. While everything we saw looked thousands of years old, the railway station was new and up-to-date, more so than any I saw in England or France.

Livestock on the Track There, Too

After a stay of two or three days in this ancient city, we took the regular train back to the Sea of Galilee. I had a time card on this road, but, although familiar as I am with all kinds of time-tables, I could not make a thing out of this one. From the time we left Caifa, our little red and green locomotive was screeching nearly all the time, as the country abounds in sheep and goats, and it seems their delight to sun themselves on the railway track, much to the consternation of the long-robed, turban-bedecked shepherds in charge.

We crossed the Sea of Galilee twice in a gasoline launch which was not large enough to hold our party, but which made up for the deficiency by towing three good-sized rowboats behind, filled with the overflow and our baggage.

After spending two days on and around the Sea of Galilee, we took motor cars for a very interesting ride through the Holy Land to Jerusalem. The English government, aside from building railroads in Palestine, has improved the highways, so that today the most important thoroughfares are equally as good as, if not better than, those in this country.

Jerusalem, a city of fifty or seventy-five thousand inhabitants, is surrounded by a huge stone wall about fifty feet high and twelve feet thick, having seven stone archways—or, as they are called, gates—to pass through. Inside the walls the streets are so narrow and have such quantities of steps that the only means of getting around is on the back of a donkey or walking. No wheeled vehicles or street cars are in this city.

Outdoing the Israelites

We left Jerusalem at 6 a. m., March 9, and were told we were going through to Cairo, Egypt, in one day, about three hundred miles. We were going over the same ground and about the same distance it took the children of Israel forty years to traverse. I know the Panama Limited could make it easily in four hours.

Although there were fewer than a hundred passengers, it required two engines to pull us over this hilly country of Judea. The army of General Allenby built this railroad and laid a pipeline for a water supply as it advanced against the Turks all the way from Egypt to Jerusalem. We saw barbed wire entanglements and abandoned army material all along the way. At 3:30 p. m. we reached Kantora, on the Suez Canal. Here we all left the cars and, lugging our own baggage, walked over a long swinging bridge into Egypt, where, after having our baggage inspected and passports examined, we boarded another train going to Cairo.

There was no dining car and no parlor car, and when we arrived in that city, which was at midnight, we were a dusty, dirty bunch. After we left the Suez Canal the weather became much warmer, and the sands from the desert covered the car floors.

Cairo is a city about the size of St. Louis and a favorite winter resort for people from all parts of the world.

The "Poor Man's Street Car" in Cairo

The street car system is very crude for such a large city. Here we saw transportation facilities of every known kind. As I stood on the bridge over the Nile one day, I saw camels, buffaloes, donkeys, automobiles and motor cycles all congested in a bunch trying to get over this bridge. What amused me most in the way of a conveyance in Cairo was what is known as the "poor man's street car." This is a heavy flat platform about ten feet long and three feet wide, balanced between two stout wheels without springs and having a small donkey hitched in front to haul it along over the rough cobblestone streets. The men sit with their feet hanging down, but the women sit in the center, Mohammedan fashion, all wearing veils. There is a huge basket hung underneath the cart, which is used to carry packages and sometimes the



Camel train loaded with grain, Tiberius, Palestine



The "poor man's street car," Cairo, Egypt

children. The fee charged to ride on these crude carts is very small, and I noticed they were always well patronized.

I joined a party in a trip up the Nile as far as the tombs of the kings. Part of the journey took us six miles over the desert. Here we had to rely on the camel for transportation, something new for us. Camel riding is all right after you once get started and catch on to the swing of the beast, but when he gets up and sits down my advice is to hang on for dear life. These old camels make a lot of fuss and do considerable growling, but as far as I could see they are docile and harmless.

The Pyramids of Egypt are about five miles from Cairo. One can get out to the edge of the desert by street car or automobile. There is very little difference in the cost. When you disembark from your car you are surrounded by hundreds of Arabs, who act as guides to take you over the sands and around the Pyramids and the Sphinx. Some have donkeys, some camels and others sand cars, small carts with wide wheels drawn by a small donkey. It is advisable to engage a guide at once, emphatically stipulating the price agreed upon, and not to pay until he is dismissed. This will protect you from being harassed to death by the others, as they are as bad as a nest of hornets around you.

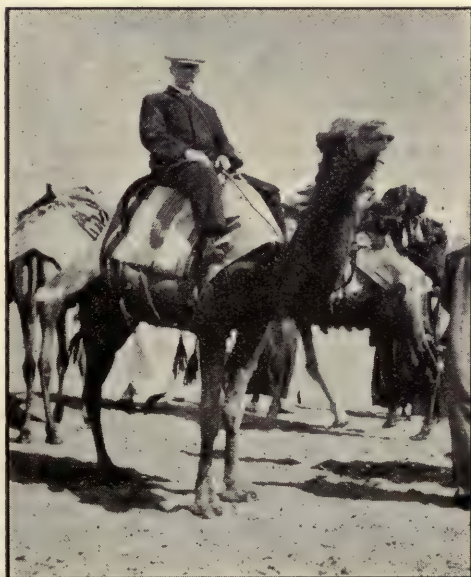
Good Roadbed on Italian Roads

Our next traveling by land was from Naples to Rome, Italy. Here we found the same type of railway cars, only larger. They had eight wheels and ran along more smoothly than the others we had tried, and the engines were larger. Although labor is much cheaper in foreign countries, they do not employ the number of men by half to

equip and run trains they do in the United States. I will say this for the railroads in Italy: Their roadbed is rock ballast, kept in remarkably good shape.

On April 1 we landed at Southampton, England, and from there took a train to Liverpool. The English railroads seemed more like the real thing than any we had yet seen, but their ways were much different from ours.

It was about noon when we got aboard the train at Southampton. There was the big dining car about the middle of the train; so we all went in and took seats. After we had waited about ten minutes, the



Mr. Perkins tries a "ship of the desert" on way to tombs of the kings, Egypt

dining car conductor came to get our seat cards, which we did not have and knew nothing about. Consequently, the thirty or forty hungry Americans had to vacate and go back to their compartments until the seat cards were distributed.

Their plan is, when the meal is ready, for the conductor to go through the train and give seat cards for the first or second sitting, as the passengers may desire, showing the time each must be served. After the first sitting is done, the car is cleaned and the tables spread anew before the people for the second sitting are allowed to go in. I could not see that there was any distinction between first-, second- and third-class travel in the dining cars.

Couldn't Learn English Money

The street cars in Liverpool are all double decked and are divided into first- and second-class accommodations. I found the second-class seats were always well filled and the first-class space generally empty. I cannot tell the price they charge, as I had more difficulty in learning money in England than in any other country.

When leaving Liverpool for London, I asked the hotel porter to buy my ticket. I told him second-class would be all right. He told me there were only first- and third-class passages to London; so I asked about the third-class. He told me everybody went third-class, as it was just as good and half price; so I told him to get me a third-class ticket. Upon boarding the train I found that all my tourist companions had done the same thing. My curiosity being aroused to see what the difference was, I looked through the cars. All the difference I could find was that the first-class compartments had velvet carpets on the floor and the third-class had linoleum covering the floors. As there was no parlor car or sleeper on the train, naturally all the passengers rode third class, except a very few in the first-class coach, whom we all took to be nobility.

Being a stranger in London, I thought it best to be extravagant once and engage a taxi to take me and my baggage to the hotel, which the porter at Liverpool told me was about a mile from the station. That taxi, taking me a mile through the crowded streets of London, cost me all of one shilling. I gave the fellow a florin, and he drove away thinking I must be a very wealthy person. While other foreigners tip freely, their tips are small compared with what the average American gives.

In London a shave cost me fourpence and a haircut eightpence. The barber who served me had a longing to get to the United States; so I asked him why he did not go. The poor fellow said he did not

expect ever to get enough money together to be able to pay his passage.

The Perils of Travel in London

It seems to me the motor busses in London do the greater part of the business. There was a limited number of surface cars, but these cars were not allowed to use the busiest streets; consequently I did not have occasion to use them. The underground railway, known as the "Tube," justly deserves that name. These circular-shaped cars traverse the entire city in large tubes just big enough for the cars to squeeze through. To go anywhere on the Tube, if you are not perfectly familiar with the route, it would be well to take your own guide, as the traveling public is compelled to rely upon its own resources almost entirely. The guards are few and directions confusing. These cars also have first- and second-class accommodations. When you purchase your ticket the ticket seller will give you second-class unless you explicitly call for first-class. The only difference noticeable was that with a first-class ticket you could always get a seat, while in the second-class compartment you generally had to stand.

I spent the evening with a friend in the suburbs of London, and when it was time for me to go he sent his two sons to show me the way to the station. It was well that he did, or I believe I would be wandering around those crooked, hedge-lined streets yet. The suburban trains are similar to those in Chicago, only there is still that scarcity of help of whom you may ask information. I was alone in the compartment. After riding all of half an hour, I began to get uneasy as to where to get off. At one of the stops an elderly gentleman got in my compartment, and I asked him if he knew what station I got off at for the Russell Hotel on Russell Square. He told me he had lived in London all his life and he did not know his way around yet, but he thought it would be safe to go to the end of the line, which I did. There might have been some employes on that train besides the enginemen, but they did not show themselves. The man I bought my ticket of let me on the platform, and the gateman at the terminus let me out and took up my ticket; otherwise, as far as I knew, the train ran by itself.

Visited Our London Headquarters

Before I left Chicago a friend gave me a letter of introduction to Donald Rose, European traffic manager of the Illinois Central, giving the address in Princess Street. After getting nicely settled in my hotel, I started out to find Princess Street, which I did easily, only to find the office had been

moved. I asked a little old man who appeared to be running the elevator if he could tell me where the Illinois Central office had moved to. He told me; then he told me again, and the third time, but I could not understand his English. He became indignant, and I became very much embarrassed, but if it had not been for a younger man who stopped out of curiosity to see what was wrong I would never have been able to find out. If you could have heard that old chap pronounce "Leadenhall Street" you would have been as much confused as I. When he told me to go to the bottom of Cornhill Street and then keep on going, I asked him if I should take a taxi or a bus, and then the little old whiskered fellow became furious.

At this juncture the kindly bystander broke in, pointed down Princess Street and instructed me to take the first turning to the left and go two squares. Under these directions I found it easily. As I was going along Leadenhall Street, my eyes caught a glimpse of a picture in one of the large show windows which looked very familiar. Yes, it was the 12th Street Station of the Illinois Central at Chicago! Mr. Rose was on a business trip to Paris and Rome, but Mr. Chisholm and the other young men in the office certainly gave me a cordial greeting and did much to make my visit in London a pleasant one. A man from Centralia, Ill., and another from some point in Missouri were also making the Illinois Central office their headquarters.

Small Boats on English Channel

The railroads of Europe do not maintain city ticket offices like those in the larger cities of the United States. They depend on the steamship and tourist agency offices to sell their tickets and make reservations.

The trip from London to Paris was uneventful, although in crossing the English Channel about half the passengers on the boat were seasick. This could be remedied if the railroads would use larger and more seaworthy ships. The boats now in use are not much larger than seagoing tugboats, and the boat was so crowded I could not find a place to sit down, although it took us more than four hours to cross.

The railroads in France are much like those in England. The roadbed is kept in excellent condition, but the coaches are not kept any too clean, and there seems to be that same scarcity of help we saw all through Europe. I did not inquire about wages in England or France, but a friend of mine who had just returned from Germany learned that a good stenographer there was paid 1,800 marks a month, telegraph operators 1,500 marks a month, and day laborers 18 marks an hour. In a recent



Mr. Perkins and car in which the armistice was signed, Paris

daily paper I noticed that German marks had gone as low as 1,800 for a dollar.

As we drew near Paris, my attention was called to a train having double-decked coaches, with most of the passengers seated on top. This was a suburban train, and I judged it was a very pleasant way to ride when the weather was fair, but, as it has no covering, it must be very disagreeable on a rainy day.

The tube system in Paris—the "Metro"—does an extensive business. There is also a line of boats on the River Seine which stop about every five or six blocks and which do a thriving business, especially on holidays and Sundays.

How French Load Motor Busses

The motor busses seem to get the heaviest travel. The French have a way of loading which is a great improvement on the London system. A person coming to a corner where the bus stops and finding fifty or a hundred waiting would ordinarily feel he had small chance to get on, but not so. In Paris he goes to a post having a little frame attached to it containing slips of paper, each bearing a number, and he takes one. When his number or turn comes, the conductor will let him enter and then start along to the next stop. This obviates the chance of being pushed aside.

The taxicabs in Paris do a thriving business, and they are really the safest and most economical way to get around. Like those of London, their charge is very small, and the drivers generally speak and understand English.

After spending ten days in Paris, I went to the Canadian Pacific Steamship Company office and made my reservation for home. There I received the same kind of attention we do in our city ticket offices in the United States. The young man who waited upon me knew the difficulties one has in getting out of the country, so he gave me a sheet of paper printed in large red letters giving the departure of the train, the date and place of sailing and the name of the ship.

Naturally, an American tourist takes everything that is given him and puts it in his pocket. While this notice seemed of little account at the time, I found I had to show it at every crook and turn, and but for that notice I would have been wandering around France yet.

Glad to Get Home at Last

The sleeping cars on the European roads are all compartment sleepers having much fancy carving and what we would call "dust-catchers." They looked to me about like those used on some of the Western roads in this country thirty-five or forty years ago. I asked a friend of mine who had been on a sleeper two nights, having made a trip up to Luxor, Egypt, "What about the sleeping-car porter? Was it a man or woman?" He told me he did not know, as he had seen no porter either going up or coming back. The dining cars are much like those in this country, except that

they have white women to wait on the tables, and drinking water there, as at all the other restaurants I patronized in foreign countries, is unobtainable.

What rate per mile is charged on European railroads I could not learn, although I inquired at several places.

When our ship steamed out of the harbor at Cherbourg, France, and I knew that our next stop would be America, I heaved a great sigh of relief and felt grateful that I had seen what I had and had got away alive. Heretofore I always felt a tinge of envy for those being able to visit the Old World, but since experiencing the discomforts one meets in the heatless hotels and the crowded streets over there, my envy has changed into the deepest sympathy.

If, perchance, any reader of this article contemplates a trip abroad, let him take my advice and have a round-trip ticket and plenty of money to meet his necessary expenses.

Indiana Division Old-Timers Get Together

The following item is from the Palestine (Ill.) Weekly Register of March 8:

As a result of a series of articles entitled "Early Railroading Through Palestine," recently published in the *Palestine Register*, the old timers of the I. & I. S. Railroad met at Palestine last Sunday and made preliminary arrangements for a reunion of the old boys to be held here the last Saturday in June of this year.

It is hoped that everyone who was an employe of the I. & I. S. in any capacity will meet here for the reunion. An incomplete list of the employes has been made up, and an effort is being made to procure the address of every one. Information is wanted as to the present whereabouts of any of those interested—addresses may be left with Edgar Vane, Ed Bratton, Pierce Mills or forwarded to the *Palestine Register*, Palestine, Ill.

At the Sunday meeting officers were chosen and other arrangements made for a general get-together meeting of the old boys on the foregoing date. The following officers were chosen for the ensuing year: President, C. P. Walker; vice-president, C. H. Ackerman; treasurer, J. H. Price; secretary, E. R. Alexander; executive committee, Edgar Vane, Ed Bratton, Pierce Mills.

J. H. Price, Sr., has kindly furnished a synopsis of the duties of the officers, the name and purpose of the association as follows:

"This organization made March 4, 1923, composed of all living employes of the I. &

I. S. Railroad who served prior to 1899, shall be known as 'The I. & I. S. Old Timers Club.'

"This organization is made for the purpose of bringing together old time I. & I. S. employes and promoting pleasure and entertainment in annual meetings to be held under the direction of the executive committee.

"The officers of this club shall be:

"President, to operate spike maul and track wrench.

"Auditor, to keep track of the track and figure liabilities (there will be no assets).

"Paymaster, to fix time of next pay day.

"There shall be an executive committee elected annually consisting of:

"General Manager, to supply hot air, make alibis and jolly the construction gang.

"Roadmaster, to find the track and keep it open for good walking.

"Master Mechanic, to furnish pins and links and buckets to bail up with.

"Trainmaster, to find his train and keep it going.

"Dispatcher, to prepare time cards and dispatch footmen.

"The pass word of the club shall be 'Help!' and will never be changed.

"The lapel button shall bear the letters 'N. G.'

"The motto shall be 'Off Again, On Again.'

"The aim, 'Get there, somehow.'

"We hope for a good attendance of the Old Timers and feel assured that we can make the occasion a day well spent."

One Conductor's View of Railway Harmony

*Lack of Agreement Between Managements
and Men Called a Dangerous Weakness*

By A. E. SHULTZ,
Suburban Conductor, Chicago

SINCE transportation is vital to commercial success, it is no exaggeration to say that, without continuous and adequate transportation facilities, American business cannot survive. The welfare of all the people is dependent upon the success with which our great national railroads are operated. We have come to realize that the future of the nation rests in solving the problem of transporting the necessary products that sustain the life of our people.

To prevent national humiliation and perhaps destruction, it is the first duty of every loyal citizen to do what he can to preserve the orderly processes of commercial activity. What is the matter with so many of the railroads today?

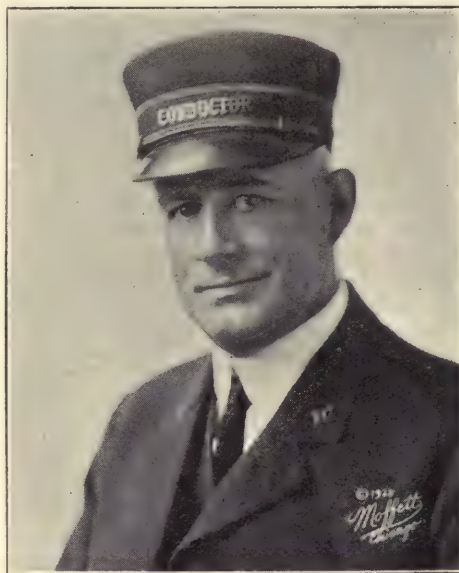
To my mind the great obstacle to sustained and adequate transportation is the lack of harmony that too often exists between the management and the men. The whole subject has become so honey-combed with suspicion and cynical disregard for the opinions of one side or for the views of the other that in some cases it is degenerating into class warfare, in which blind and infuriated passion and hate threaten to supplant the reign of reason and understanding.

The only remedy is the recognition on both sides that the principles of justice and fair-dealing must be freely established.

This means, in simpler language, that the right of the men to continue to receive a living and wholesome wage shall not be denied; that a real opportunity must be afforded a man to accumulate something for his old age and to care for him in sickness and distress, so that, by thrift on his part, he will be able to have sufficient means with which to build and own a home of his own, where he can enjoy the happiness of family life, with sufficient to educate his children and properly care for them, and that a chance be given him to invest his savings in the property for which he has given the best years of his life.

Granted these rights and privileges, it is his duty to be loyal to his job, to protect the integrity of the property of his company and to do what he can to make it successful.

If the railroads of America can make good on this program, then nothing but



A. E. Shultz is one of the veteran conductors in the suburban service at Chicago who believes that the spirit of the employees is the biggest thing in railroading. He was taught to have the interest of the company first in his mind when he started to work as a flagman February 2, 1901, and he has carried that loyalty clear down to the present. He was promoted to collector December 12, 1905, and to conductor December 10, 1910.

prosperity and better times is ahead. If they fail to do this, then it is simply a question of time until disintegration sets in as a result of the victory of unsound political doctrines advocated by those favoring a class struggle.

The writer has been with the Illinois Central for twenty-two years. His own experience in railway work has proved to him the truth of the views herein mentioned. He believes that there is a common ground upon which all parties in all fields of railway work can get together.

The splendid success which has come to the great Illinois Central System, in whose management are many men who have come up from the ranks, leads me to believe that any economic changes needed to bring about even a closer understanding and a greater spirit of co-operation will be adopted, as soon as developed, by the Illinois Central System—a railroad that is first in the field with constructive and humanitarian ideas.

World War Veterans Open Farm Colony

Illinois Central System Assists in Establishing Experimental Community at Canton, Miss.

MORE than four years have elapsed since the armistice, and the plaint is frequently heard that the valor and sacrifices of the young Americans who bear the scars of war have been forgotten. That may be true to some extent, but there is a wonderful little community in Mississippi that has not forgotten. What it is doing for the rehabilitation of incapacitated soldiers constitutes an admirable example of community enterprise and co-operation.

With the assistance of Madison County, the people of that community and the Illinois Central System, through its development bureau, the United States Veterans Bureau has established a colony of twenty World War veterans on small farms near Canton. It is expected that by fall the colony will be increased to 100. Madison is the first county in the United States to assist the Government in locating rehabilitated veterans on small farms, although the

west of Canton was secured and divided into sixteen 40-acre tracts, and as soon as weather permits a road will be opened up through the section and will be made a county road. Other 40-acre farms have been secured in the vicinity for the other members of the colony who have been located thus far. There is a 1,600-acre farm in crop this year that will be made available in the fall, and the members of the community who are backing the enterprise have two other tracts in view. These tracts are without any improvements whatever, and in giving the student farmers the necessary facilities and equipment is where community enterprise counts.

The land is sold to the veterans at \$50 an acre on long-term payments. At the end of the first year the purchaser pays the interest on his obligation, but need make no payment on the principal. This is to allow for the expense of building a



A view of the land near Canton upon which the veterans' colony is being founded. Homes constructed for four veterans' families are shown in the background.

Veterans Bureau has broached its plan to a number of other communities throughout the South, and the interest that is being created in the colony at Canton indicates that others will follow the lead taken by that enterprising community. The veterans who have been provided with farms are from among those who are receiving vocational training in agriculture under the Government's rehabilitation service. The Government, the county, the business men and individual members of the community and the Illinois Central System are co-operating to get the veterans established.

Some of Finest Land in County

The land that is being divided up and parceled out to the veterans is some of the finest farming land in Madison County.

One entire section of land lying south-

house and providing necessary equipment. At the end of the second year a payment of \$100 on the principal falls due, together with interest, and at the end of each succeeding year there is a \$100 principal payment to be met, until the end of the tenth year, when the balance is due. The members of the community, however, are prepared to secure federal farm loans for the veterans on the 34-year payment plan if they are unable to pay off the balance of their principal at the end of ten years.

The entire community has been co-operating in getting the houses built for the veterans. Lumber was bought in large quantities, and because of the way in which dealers have co-operated in furnishing building materials at liberal discounts and farmers and others in the community have

co-operated in hauling materials, the families are being provided with homes that will take \$1,000 insurance each at costs to the veterans of around \$700 each.

Banks at Canton Finance Veterans

The three banks at Canton have arranged to finance the veterans. Each family is given a budget arranged with the approval of the Veterans Bureau which covers all necessary expenses for the first year, including the costs of building a house and securing livestock, poultry, mules, farm equipment, seed, fertilizer, labor, and so on. The contemplated income from the farm, together with the compensation allowed by the Government to those taking vocational training, is sufficient to cover all these items in the budget. The bank that carries the veteran advances to his credit a sum equivalent to the amount called for in the budget, and against this the veteran is allowed to draw checks in conformity with the budget. At the close of the year he is charged interest only on those funds actually withdrawn. In this way, he is permitted to equip his farm completely during the first year, pay the cost of building his residence and get ready for his second year's operations, the income from which he may use in reducing the amount of his obligation for the purchase of the land.

In order to safeguard the banks and to provide a revolving fund that can be used for emergency purposes, the members of the community raised \$3,000 by popular subscription from the citizens which has been turned over to a committee of three selected by the three banks. As an example of how this fund can be used, it may be noted that one of the farmer veterans lost a mule shortly after getting settled and the fund provided the means for getting a mule to replace the one lost.

Every detail in connection with getting established is being taken care of by the



A front view of the home of Veteran W. Dunivant, showing Mrs. Dunivant and their two children posing for the camera man.

community. It is said that the house was completed for one family on a recent Saturday, and Saturday evening the family moved in. On Sunday evening there was a storm, and the house was struck by lightning. Damage amounting to a considerable sum for a family of liberal means was done, and on Monday morning an ex-soldier came to town, wearing a long face, to break the unfortunate news to his benefactors, only to find that insurance had been written on the house, without his knowledge, immediately upon its completion, the result being that his loss was fully covered, and the claim was promptly adjusted.

How a Tractor Was Obtained

The backers of the community enterprise saw that the boys needed a tractor, and C. E. Wilkins, president of the Madison County Chamber of Commerce, wrote a letter to Henry Ford. Almost immediately Mr. Ford's representative wrote that arrangements had been made to have the local Ford dealer turn a Fordson tractor over to the colony without charge. The Government shipped in about \$300 worth of farm implements for each member of the colony. These implements will become the property



A rear view of the home of Veteran E. L. Jackson. The mules are hitched to a disc furnished the veterans by the government.



The home of Veteran E. L. Jackson, formerly of the U. S. Navy. At the wheel of the toy automobile is Robert Jackson, his son.

of individual colonists at the completion of their course of training.

The first members of the colony arrived in January. They had an average of less than \$100 each in ready money. By the middle of March, practically all the farm homes for them were completed, the land was being broken for this year's crops, the members of the colony had their mules and other livestock and their farm implements, and many of them had already set out trees and plants for the beginning of their orchards and gardens. All the members of the colony are married, and there are children in practically all of the families. The first house to be erected was put up for the family of an ex-soldier who has six children. Until the houses were completed, the people of Canton took the soldier families into their homes and gave them a real Southern welcome.



This is a picture of Financial Day King, the purebred bull left at Canton, Miss., especially to be utilized by the members of the veterans' colony for the improvement of its dairy herds. This fine animal is one of the stars of the group of sires recently distributed by the Illinois Central System. He is the son of Financial Beauty's King, grand champion bull of the Middle West and a half-brother of the world's champion milk-producing junior 2-year-old Jersey cow. His mother, Sans Aloï Peep o' Day, had a record of 11,526.7 pounds of milk and 665.33 pounds of butter in one year.

Twenty-eight

The Illinois Central System, through its development bureau, has been taking a very active part in the establishment of the colony. Every veteran is required, under the terms of the budget made for him, to keep at least two cows, and to aid the veterans the Illinois Central System will furnish one or more purebred Jersey sires for free use in building up their dairy herds. One sire has already been placed on the farm of Dr. W. B. Smith, near Canton, which adjoins the farms of the veterans colony and is accessible to them. The development bureau is aiding the veterans in securing good purebred swine and high grade Jersey cows. The services of the bureau also have been proffered the young farmers along the



Left to right: E. L. Jackson, R. L. Hamilton and J. E. Carrow, members of the veterans' colony, and C. E. Wilkins, president of the Madison County Chamber of Commerce. Jackson was in the Navy, Hamilton served in the 19th Infantry, and Carrow was in the 167th Infantry.

lines of diversified farming and in the proper handling and marketing of their crops.

Among Those Who Have Helped

The project is the outgrowth of an arrangement among Blair Harrison of New Orleans, who is chief of the rehabilitation division of the sixth district of the Veterans Bureau, H. J. Schwieter, general development agent of the Illinois Central System, and the Madison County Chamber of Commerce, represented by President C. E. Wilkins. C. L. McNeil, county farm agent, and J. C. Sides, representing the A. & M. College, Starkville, Miss., have been serving as agricultural advisors to the young men. Among the other members of the community who have given time, services or materials in helping to establish the colony are: Tip Ray and L. G. Spivey, attorneys; F. C. McAllister, farmer; A. T. Graham, hardware merchant; B. L. Roberts, insurance agent; W. B. Wiener, banker; Dr. Joseph Frazier; Marvin Hayes; Board of Supervisors; Planters Lumber Com-

Illinois Central Magazine

pany; Gustav Hansen, paint dealer; W. R. Baughman, farmer; F. H. Parker, banker, and other representatives of the Madison County Bank, the First National Bank and the Canton Exchange Bank.

The veterans have been deeply appreciative of the liberal manner in which they

have been treated and have fallen into the spirit of the enterprise with a determination that speaks well for the type of citizenship which Madison County is getting. They have selected as a name for the colony that of the Madison County Veterans Colony.

Southern Breeders Keep Purebred Bulls

Interest in the distribution of our twenty registered Jersey bulls in the dairy districts of Tennessee and Mississippi during the first two weeks in March was very lively, as may be seen from the accompanying pictures, made at points along the route. The bulls were purchased in one of the

famous Jersey-breeding districts of the country, along the Western Lines of the Illinois Central System in Iowa, and were taken on a special train to be lent to patrons of the road in the South. The animals were placed wherever the need of improvement of dairy herds was apparent



1. The alert-looking individual standing just inside the doorway of the Merchants' and Farmers' Bank of Kosciusko, Miss., properly should be quite at home in a financial institution. He is Financial Winner, purebred Jersey sire, one of the bulls recently distributed by the Illinois Central System for the improvement of dairy herds in Mississippi and Louisiana. This fine animal captured first prizes last year at the Grand Forks, N. D., Kansas Free and Kansas State fairs as the best bull in the junior yearling class. He was bred in Iowa and will make his future home in Mississippi.

2. A few of the purebred Jersey bulls which were recently distributed by special train over the Illinois Central System for improvement of dairy cattle breeding in Mississippi and Louisiana. The railway development bureau is lending these sires to communities without charge. This picture was taken in Court Square, Kosciusko, Miss., one of the points on the itinerary of the Purebred Sire Special.

3. At Brookhaven, Miss., where the Purebred Sire Special stopped, there was one of the biggest crowds seen at any point along the route. The New Sight School took advantage of the opportunity to bring a fine exhibit of various articles from its domestic science department.

4. A section of the crowd which received the Purebred Sire Special on the station platform at Brookhaven, Miss.

5. An interested crowd inspecting the purebred sires in the public square at Grenada.

and were lent without charge to the farmers.

Instructive talks and demonstrations were made wherever the special train stopped by lecturers on dairying and breeding. It is generally conceded that these twenty purebred males formed one of the finest groups of dairy sires ever assembled at one time in the Middle West. Each animal was carefully selected by H. J. Schwietert, general development agent for the Illinois Central System, with reference to ancestry in point of butter and milk production.

The bulls were left in the care of dairy farmers, as follows:

Tennessee—Brighton, Daniel McLennan; Covington, Marion S. Roane; Newbern (two bulls), Aubrey M. Fowlks and W. J. Hannah.

Mississippi—Ackerman (two bulls), B. G. Dotson and L. L. Cork; Canton, W. B. Smith; Centreville, C. N. Gallent; Coldwater, Ray R. Slocum; Courtland, G. E. Herring; Grenada, J. M. Rose; Holcomb, W. C. Curle; Le Flore, B. F. Dulweber; Natchez, Mrs. Gwinn; Oakland, W. C. Kuykendall; Port Gibson, R. L. Horton; Sardis, W. E. Terrill; Senatobia, P. W. Berry; West, J. T. Autry; Winona, H. H. Simpson.

A TRIP THAT MADE FRIENDS

When the Illinois Central started its Purebred Sire Special over the Southern Lines, it certainly hit the keynote of making friends for a business. The special was handled over the Grenada district of the Mississippi division on February 28 and 29. Large crowds greeted the train at each point, and great interest was manifested.

Many persons wondered why the Illinois Central was going to such an expense as this. They were informed by the able speakers just what this special train was meant for.

Probably the greatest interest on this trip was manifested at Senatobia, Miss., in Tate County. Senatobia boasts of a commercial club which is an honor to the town. When the special train arrived at Senatobia it was met by a large crowd. A special committee invited all on the special, including the train crew, to a banquet at the agricultural college. Automobiles were sent to the station, and we were taken to the banquet, where we enjoyed many interesting talks as well as an excellent meal.

Finally a committee was appointed, consisting of H. T. Perkins, J. H. Crowe, J. B. Snider, W. D. Rosenborough and E. E. Moore, to arrange for the purchase of a car of registered Jersey heifers. The two banks of Senatobia will finance the purchase. The local men who made talks were

C. H. Moffatt and Mr. Rosenborough. There were present about 150 business men of Senatobia and vicinity.

The demonstration train, in charge of H. J. Schwietert, general development agent, had twenty-four fine Jersey bulls on board. Prof. Hugh G. Van Pelt of Waterloo, Iowa, made the principal address. Professor Van Pelt is recognized as one of the leading dairy experts of the United States. He cited the examples of North and South Dakota, declaring that those states had come back into prosperity solely on the dairy business. He said Mississippi had about the finest dairy country in the world, on account of the mild and short winters. The herd has green pasture the year around, and being near to the markets of New Orleans and Memphis gives the location an advantage.

To say the railroad made many friends on this trip is putting it very lightly, for on every hand compliments were heard and thanks were extended to the management of the Illinois Central System for having sent such an interesting and helpful special into the state.—S. A. LAW, *engineer, Mississippi division.*

ENJOYED BANQUET AT DECATUR

Several members of our traffic department were among the 314 persons who attended the third annual Industrial Banquet of the Transportation Club of Decatur, Ill., held February 28 in that city. They reported it to be one of the most enjoyable affairs of its kind that they ever attended, mainly due to the fact that the business men of Decatur gave such splendid co-operation. T. C. Burwell, president of the Transportation Club of Decatur and traffic manager of the Staley Manufacturing Company, was active in the arrangements. Thomas A. Gilliland, Illinois Central operator at Maroa, Ill., was on the program as a monologist and was enthusiastically applauded. Others representing the Illinois Central were: J. V. Lanigan, general passenger agent; W. Haywood, general freight agent; J. W. Rhodes, foreign freight agent; F. J. Heick, traveling freight and passenger agent; G. W. Morgan, agent at Decatur; and G. A. Lavery, ticket agent at Decatur.

BE A PEPTOMIST

A pessimist closes an eye, wrinkles his face, draws up the corner of his mouth, and says: "It can't be done." An optimist has a face full of sunshine. He beams on you and says: "It can be done"—and then lets George do it. But a "peptomist" takes off his hat, rolls up his sleeves, goes at it, and does it.—*The Rotarian.*

Applies Railway Principles to the Church

General Superintendent W. S. Williams Tells Waterloo Audience How Illinois Central System Operates

The practical application of railway business principles to church progress was the theme of W. S. Williams, general superintendent of our Western Lines, in a paper read before the New Era committee of the Westminster Presbyterian Church at Waterloo, Iowa, March 5. Excerpts from this paper of particular interest to Illinois Central System employes are given below. After reciting statistics concerning the size and territory of the Illinois Central System, Mr. Williams went on to say:

WE have more than 60,000 employes, a large percentage of whom come from families residing on farms and in villages adjacent to our lines.

The officers of the Illinois Central System, almost to a man, have come up through the ranks from the bottom. With this condition, you can appreciate that a healthy relation is established between the people residing along its line and the railway company, because of the fact that many of them have fathers, sons or daughters in the railway service. On account of this close relationship between the railroad and the people along its line, something out of the ordinary must take place to prompt these people to say anything detrimental against our railroad or its service. On the other hand, they are generally singing praise, which is encouraging to the personnel.

Our officers, coming up from the bottom, have detailed knowledge of the property; they know the employes, and the employes know them. With such knowledge, they know where and how to work to strengthen the weak points in providing men and facilities adequate to keep pace with the times. The most up-to-date equipment is purchased, and great pride is manifested in keeping it in good, sound, workable condition at all times, making the handling of the business just as easy and comfortable as it can be made for the men who do the work.

No Secrets in Our Operation

We have no secrets in our operation. Every employe, from the lowest to the highest, is kept informed, as far as possible, as to what we are doing and what it is our desire to do. We have many operating units, every unit having a departmental head; and it is through these heads that instructions and general information are

stepped down. Officers passing over the road, knowing that the men are, in a general way, familiar with details, cost of equipment, supplies, etc., make it a point to talk over matters of mutual interest with the individual employe at every opportunity. In addition to this, efficiency records are kept whereby the work performed by one man or a group of men may be compared with that performed by others in the same class of work. The information obtained from these records is broadcasted among the employes, serves to stimulate a spirit of friendly rivalry and brings about an effort on the part of all for better results. This procedure makes the employe understand that his position is of some importance, thereby stimulating interest and pride in him, and makes him set forth an extra effort to do his work even better than he has done it before; also, it increases his confidence in the officers.

Our officers make frequent trips over the road, checking the details of the work performed by the individual, and require the greatest possible efficiency in the handling of the work. This character of checking,



W. S. Williams

coupled with the fact that the officers personally know a large percentage of the employes, being able to call many of them by their first names, has cemented a relation that is hard to break.

The officers of our road will go out of their way to compliment a man for doing a good piece of work quicker than they will to discipline an employe for making an error. The men appreciate this, and it tends further to stimulate pride and efficiency, so that they may be entitled to further compliments.

Confidence in the Management

All of this has caused the men to feel and know that the officers have confidence in them and are placing a certain amount of responsibility on the shoulders of the individual; and the employes feel free in going to the officers of our railroad in time of trouble, in preference to going to some outside tribunal for relief, knowing their requests will be given the most careful consideration and that the company will go as far in the direction of granting them as is legally and economically consistent.

Our president has repeatedly told the public in statements and addresses and has told the employes in messages to them that he wants to see the employes of the Illinois Central System prosper and that they are deserving of good wages and working conditions—the best, he has said, that economic conditions will possibly justify.

While the Illinois Central does not pay any greater salaries to its employes than are being paid by other railroads, our working conditions are better than on most of the other railroads of the country. Our management prides itself in keeping the property clean and sanitary—and all of this tends to make the employes like to work for the Illinois Central. This, as before stated, coupled with the fact that we select a great many of our employes from along the line, brings about a healthy and substantial condition.

Further, we have a hospital department, furnishing medical and hospital services to the individual employe for the nominal sum of 75 cents a month. This includes medical and surgical care until the patient is well, regardless of the seriousness of the case.

Other Privileges of Employes

After five years of employment, engineers, firemen, conductors, brakemen, switchmen, agents, operators, etc., are given annual transportation over the division on which they are employed. After ten years' service they are given annual transportation over one grand division, and after fifteen years' service they are given annual transportation for themselves and families over

the entire system. All employes, including those with less than five years' service, may, on request, obtain trip transportation over any part of the Illinois Central System, as well as over foreign lines.

Further, we have a pension system which provides that any employe who has been in the service for twenty-five years or more may be retired on a pension when, for any reason, he becomes incapacitated for further service. The amount of the pension is based on his years of service and his rate of pay for the last ten years, with a minimum payment of \$25 a month. Our pensioned employes are also given annual Illinois Central transportation in favor of themselves and dependent members of the family, and they may obtain, on request, transportation over any other railroad in the country.

Our officers hold meetings with their men, discussing with them methods for more efficient and economical operation, accepting from them such suggestions as they may have to offer in the way of improvement. These suggestions are not laid aside, but are given careful consideration, and those who offered them are advised as to the action taken.

Solicitation of Business Needed

While we are fortunate in having our line served by fertile territory, we must be mindful of the fact that competition is keen, that the tonnage alone produced in the field referred to would miss by far the mark necessary to support our line and pay a reasonable return on the investment, to say nothing of maintaining it in a satisfactory manner.

On account of keen competition, no one railway company can afford to sit still, depending upon tonnage sufficient to maintain it being voluntarily offered. In order to obtain its proportion of the business, the road must continually solicit freight and passenger traffic. For this purpose, each road has traffic experts assigned to certain territories, who travel continually in an effort to find new business. In practically every city of any consequence, offices are maintained in which are located city and commercial agents. The freight agent at the individual station spends more or less of his time in trying to influence the movement of traffic over the line he represents.

Right here in Waterloo, including all classes, we have seventeen hundred employes. These employes have formed a club known as the Illinois Central Employes' Business Association, and each member is setting forth his efforts to get business for our company.

The only way which the railroad has to

obtain revenue is through the sale of transportation, based on the ability of the line to give safe handling and quick delivery. The individual employee, in soliciting traffic, especially in a competitive field, can obtain it only through the promise that the service of the line he represents is superior to that of his competitor. With this before you, you can appreciate the efforts that an employee will put forth in trying to get freight or passengers solicited by him to the final destination promptly, in order that his promise may be fulfilled and the patron's confidence in him maintained.

The soliciting of traffic by these seventeen hundred employees is not an obligation imposed upon them by the management; their activities have grown out of a pride in themselves to do more in Waterloo for the railroad than some other group of employees may do at another point. The creation of this organization, however, has stimulated such a pride in the employees on the system that all of them are working along the same line. Such voluntary action on the part of the employees is appreciated, and complimentary letters are written them. The activities of this organization are also given frequent and appropriate publicity in the *Illinois Central Magazine*.

The employees like this spirit of co-operation and appreciation, and it makes them eager to do even better in order that they may secure further compliments and display greater loyalty to their company.

Applying Rules to Church Work

Mr. Williams then cited railway and religious statistics of the country and drew the following conclusions:

In view of all that I have said, my observation has brought me to the belief that the loyalty, co-operation and efficiency of our employees has been accomplished principally by the leadership of our president and the general policies adopted by him, coupled with the fact that the officers are personally acquainted with the employees and take part with them, as far as possible, in a social way, making them understand that a certain amount of responsibility rests on them, that they are cogs in the wheel and that if one fails in any way to function it has a tendency to slow up the whole machinery.

Everyone likes to be on the winning side, be it as a railway employee or as a member of the church. The members of this church have the leadership. In applying such principles, we must understand that we have a personal responsibility. We should be just as active in obtaining new members from the undeveloped fields as the railway employee is in obtaining new traffic.

But, in applying these principles, every member must realize that no one person can carry all the load. In order to be successful, any institution must have the moral support of its entire force, while a church must have not only moral but financial support as well. And, when new members are obtained, they must be safeguarded as far as possible in the same good way as is a shipment of freight which is obtained by an employee until it is delivered to its destination.

POPULAR AT SCHOOL



Edward Byers, son of E. O. Byers, agent, Leitchfield, Ky., is 20 years old. His early education was in the high schools at West Point, Morganfield and Leitchfield, Ky., where his father was agent. He was graduated from the Leitchfield High School in the class of 1920 and entered the University of Kentucky at Lexington in the fall of 1920, which makes him in his third year, or a junior in the College of Engineering, electrical and mechanical. Edward is a member of the Sigma Alpha Epsilon fraternity, assistant manager of the university baseball team, and belongs to the "Wild Cats." He was elected manager of *The Kentuckian*, the school yearbook, for 1923, which is considered one of the highest honors in the university. Edward has distinguished himself in every phase of college life.

Some Rapid Work in Signal Installation

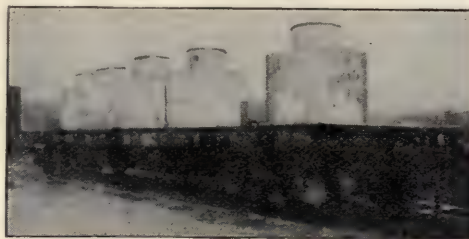
*Protection of Kentucky Division Main Line
Completed Speedily by Careful Planning*

By JOHN PRICE,

Supervisor of Signals, Kentucky Division

THE Kentucky division has recently installed and placed in service about seventeen miles of single track automatic block signals on the Paducah district, between Fox Run and Graham, Ky. This signal installation completes the automatic signal protection of the entire main line of the Kentucky division between Louisville, Ky., and Paducah, Ky.—a distance of 225 miles. In addition, automatic signals protecting yard movements through Paducah yard extend southward to Mile Post J229 on the Tennessee division.

The installation comprises thirty-three automatic signals of the 3-position, upper quadrant, semaphore type; four high voltage, semi-automatic interlocking signals, and one semi-automatic dwarf signal. The automatic signals are the Hall Switch & Signal Company's style "L" bottom post mechanism type, operating on ten volts, direct current, furnished from a primary battery, and equipped with electric lights, controlled by the approach lighting circuit. The electric lamps were designed and furnished by the Aldon Engineering Company, Chicago, and are equipped with 3.5-volt, .025-ampere, single contact, bayonet, can-



Battery wells on flat car ready for distribution

delabra base bulbs. Current for the lights is furnished from four cells of a primary battery. The interlocking signals are the General Railway Signal Company's Model 2-A, semi-automatic, top post mechanism type signals, operating on 110 volts, direct current, furnished from ninety cells of Edison, Type B-4, alkaline storage battery. The dwarf signal, also furnished by the General Railway Signal Company, is a Model 3, semi-automatic, solenoid type.

Foundations Made at Paducah

In order to eliminate the use of revenue coal cars it was decided to make the concrete foundations at the source of the material supply. Accordingly, all the concrete foundations for the entire installation were made at the yard of the Paducah Sand & Gravel Company at Paducah. Sand, gravel and water were available at the yard, and it was necessary to transport only the cement and the forms. As Paducah storehouse is conveniently located near the gravel yard, the cement and forms were transported to the yard in shop trucks. Making up the foundations in this way resulted in the saving of four revenue cars a day which would otherwise have been used in a 75-mile non-revenue freight haul. Another saving was made in the amount of the concrete material used by reducing the size of the foundations from 4 feet by 4 feet by 5 feet to 3 feet 4 inches by 3 feet 4 inches by 4 feet, resulting in the saving of ap-



Above: Local wiring installed in signal cases at Nortonville. Below: Signal masts fitted at Nortonville.



Derrick outfit placing mast on signal case

proximately one cubic yard of concrete and two tons of weight to each foundation. The finished foundations were loaded on flat cars, transported to Fox Run in one day and distributed between Fox Run and Graham the next day. Battery wells and battery, trunking and track circuit material were also distributed at the same time, thus completing the preliminary work of the installation by the use of one work train.

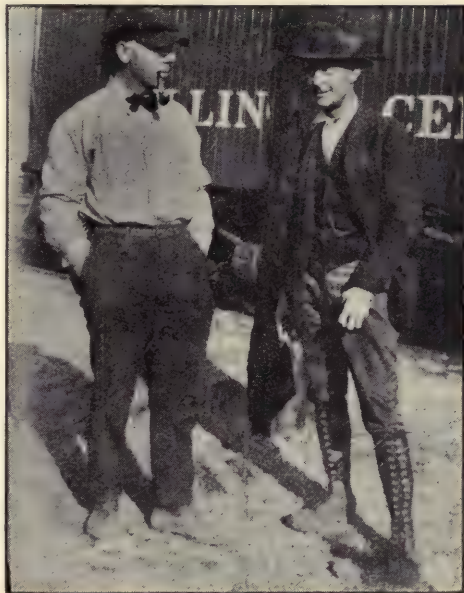
Automatic signal installations are distributed over several miles of railroad, and it has always been a problem effectively to distribute the material and carry out the work in an efficient manner. The old plan of work was to make the foundations in the field, distribute the signals and battery wells, then transport the workmen and material from one location to another on hand cars or motor cars until the installation was completed. This, at its best, was a wasteful process, resulting in numerous delays and much time lost. On a busy single-track railroad, transportation difficulties aggravated these conditions to such an extent that the progress of the work was often materially delayed and the cost of the work increased substantially beyond the estimated price.

Careful Preparations Made

In order to overcome these conditions and carry out the work in an efficient manner, it was decided to distribute all the material necessary for the preliminary work with the same work train that distributed the

foundations. All battery material was placed in the battery wells, with the result that when the battery wells were distributed they contained all the battery material necessary for each signal location. Trunking, capping, stakes, track circuit material and line material were distributed as the train moved over the road. The work train arrangement for this was as follows: Engine; material car No. 1 (containing trunking material); flat car containing concrete foundations; derrick; flat car containing battery wells; material car No. 2 (containing track circuit material); material car No. 3 (containing line material).

As a battery well is used at each signal location, the work train arrangement shown



Signal Foreman John Pfeiffer and Signal Wireman S. A. Sauer, who handled new signal installation



Foreman Pfeiffer and signal construction gang



New automatic signals in service. Train No. 195 is shown in the block

above makes it possible to unload both foundation and battery well at the same time, without having to respot the train or double back over the installation. The crew line-up was as follows: Derrick foreman, derrick engineer, derrick fireman, one clevis man, one level man, one gauge man, two helpers, six material distributors, usual work train crew.

The result of using the arrangement above was that after the work train had made one trip over the installation, all the material necessary to complete the field work was in its proper place, and the trunking work, track circuit work, line work and banking could then be carried forward to completion while the signals were being wired.

Several Things Done at Once

When the signal cases were received, they were unloaded at Nortonville and the local wiring installed in each signal. This consists of made-up lightning arrestor cable, motor cable, battery cable, terminals and local terminal board jumpers. In addition, lightning arrestors, signal mechanism, relays, ground wire, roundels and a cable outlet were placed in each signal case. While the wiremen were installing this work, the signal poles were fitted with ladders, lamp brackets, number plate clamps and conduit clamps. The conduit for the lighting circuit was cut and fitted and tied to each signal mast with wire, so that when the mast was placed on the case in the field the conduit was ready for installation. When all the work above was completed, the signal cases and masts were loaded on cars and distributed with the work train. In order to facilitate distribution, the following work train arrangement was used:



New signals in service; interlocking signals at left; automatic signal at right

engine; car with signal masts, fitted; derrick; car with signal cases.

Spectacle castings, pinnacles, electric lamps, ground rods and blades were loaded in the same car with the signal cases and were distributed as the train moved over the road. The work train arrangement above made it possible to unload signal cases and masts alternately, without having to double back over the installation. The crew line-up for this arrangement was as follows: derrick foreman, derrick engineer, derrick fireman, four signal fitters, two material distributors.

The average time consumed in unloading and fitting each signal location was seven minutes. After the signals were distributed and fitted, the only field work remaining was to hook up the line cables and battery. The signals were then ready for circuit test and inspection. They were in service ten days after distribution.

MADE MONEY IN TOMATOES

A. W. Ellington, trainmaster at Jackson, Tenn., writes: "J. L. Fincher, Hackleburg, Ala., planted one and one-half acres of late tomatoes in 1922. Shipments were made exclusively in small lots by express to New Orleans. The sales were not prearranged and the consignee refused the first shipments, but when he became familiar with the superior quality of the fruit messages were sent almost daily to increase the shipments to two cars a week. The sales were made without the assistance of a growers' association, and the one and one-half acres netted \$310. This goes to prove that the Birmingham district will produce wonderful vegetables, as well as plenty of iron."

Ranks Engine Next to His Wife and Home

*John A. Jones of the Louisiana Division Finds
No. 1075 Worthy of His Study and Affection*

IN the vernacular of the railroad, locomotives are invariably referred to by use of the feminine pronoun. Just why a locomotive should be "she" instead of "it" or "he" is one of the mysteries of grammatical usage, but Engineer John A. Jones of McComb, Miss., believes he can help to clear up the mystery—to some extent, at least.

Engineer Jones advances the explanation that engineers began referring to their locomotives as "she" back in the early days because of the great affection which they came to hold for them. It was a term of endearment, of fondness, and pride when an engineer referred to his locomotive and "her" qualities. And the usage has stuck with the passing years, while engineers have grown even fonder of the massive Amazons which respond so willingly to their every touch.

For about three years Engineer Jones has been the master of Engine No. 1075, pulling passenger trains Nos. 5, 6, 33 and 34 over the Louisiana division between Canton, Miss., and McComb.

"She is the best engine the Illinois Central owns," is the compliment which he pays his locomotive, and he says it with an earnestness that adds conviction to the statement. "I am not ashamed to say I love her. She occupies a place in my affection next to that held by my wife and my home."

Studying a Locomotive

In offering a further explanation of the close feeling an engineer has for the locomotive in his charge, Mr. Jones points out



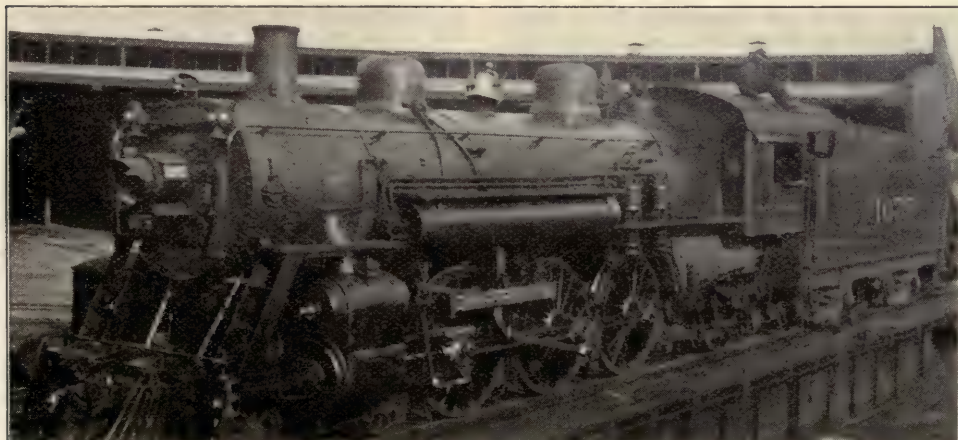
John A. Jones

a few words with the only other person in speaking range, the fireman. He bends every thought upon performance of the engine, and he comes to know it much more thoroughly than even a clerk knows the form sheets he works with, the stenographer her typewriter, or the operator his "bug."

"The engineer's ear is tuned to every noise about the locomotive," Mr. Jones explained, "and from out of all the roar and clamor he can detect the least sound that tells him that something is wrong. I think it is like a mother with her baby. No one else can distinguish between the seemingly meaningless sounds that constitute the baby's effort at talking, but the mother knows them and can interpret every one."

Engineer Jones takes great pride in the maintenance and performance of his engine, and he also takes great pride in doing his

than an engineer, while on duty, has his thoughts centered upon the engine to a greater degree than any other railway workman centers his thoughts upon the tools he works with. On the road, especially if he has a passenger run, he doesn't have an opportunity to exchange more than



Mr. Jones' locomotive, No. 1075

work well—handling his train for the safety and comfort of the passengers entrusted to his care. He has never struck an automobile, and no person has ever been injured in any way around his engine—and he has been driving an engine more than twenty-six years.

Engine in Good Condition

Engine No. 1075 has traveled something like 90,000 miles since she came out of the back shop from a thorough overhauling in October, 1921, and she is now in good condition.

Engineer Jones stands high in the estimation of the officers and employes of the Louisiana division. He is now serving his third 3-year term as chief engineer of Division No. 196, Brotherhood of Locomotive Engineers. Beginning life without means and having no inheritance, he has acquired a comfortable position in life through the exercise of thrift. He owns a magnificent home at 209 Fifth Avenue, McComb, and is a stockholder and director in the State Bank and Trust Company of McComb, one of the largest banking institutions in that section of the state. He is devoted to the interests of McComb, especially the schools, and has served two terms in the city council, declining re-election at the expiration of that period of service.

"I take my greatest pride in my home, my city and the Illinois Central Railroad," he said. "I believe every man owes it to himself to give his best service to his employer and to take an interest in the life of the community in which he lives.

A Believer in Thrift

"I have always kept in mind setting aside something each month out of my earnings to take care of myself when I give up work, and I think thrift is something that should be practiced by every young man. Too many are content to let the years go by without laying up something for a rainy day, excusing themselves by saying that their earnings will not permit them to save. That is not true, for most of us, at least. Almost any person can save by denying himself, and in the long run he is much happier for doing it."

Engineer Jones believes that one of the greatest problems confronting the engineers has to do with the hazard of striking automobiles at grade crossings. The engineer should exercise every possible precaution, and, since he does that, the automobile driver should be just as considerate. It is Mr. Jones' observation that placing a watchman at grade crossings only serves to increase the probability of accidents, and he explains that by saying that automobilists come to depend upon the watchman in-



Mr. Jones' home at McComb, Miss.

stead of their own senses and in the end grow careless—so careless that not infrequently they run the watchman down.

Mr. Jones is always on the lookout for new business for the company, and he frequently turns in tips which result in securing the long haul on freight and passenger business and give his friends the pleasure and comfort of Illinois Central service.

Engineer Jones is a member of the Masonic fraternity. He has taken all the York Rite degrees and is a Shriner.

A REMINISCENCE OF 1878

Once upon a time I was running a little Danforth & Cook engine on what is now a branch of the N. C. & St. L. Railroad, running between Tracy City and Cowan, Tenn., twenty-two miles long.

We made two trips over this road daily. Coming in on the first trip, my regular fireman was taken sick, and the master mechanic gave me a green fireman who had fired in the yards only a week or so.

This engine was equipped with the old style tank valves that regulated the water from the tank to the boiler; it had two pumps, but no injector. While we were running along, the pump stopped working. I thought the tank valve had jarred down on account of the rough track, as I found the valve cut off. I put the valve on again, and pretty soon the pump stopped working again. Looking around, I found the tank valve down again.

I thought then I would watch the fireman to see if he shut it off, which he did when he thought I wasn't looking. I asked him what he meant by doing that. He said: "The engine steams better with that down."

I asked him if he wanted me to burn the boiler up. He looked at me in an odd way and said: "You would play hell burning iron."

I tried to explain to him the importance of keeping water on the crown sheet, but he only laughed and said: "You must think I am a fool."—P. S. LAW, *pensioned engineer, Vicksburg division.*

Salesmanship the Duty of Every Employe

*Dreams of the Railway Pioneers Will Be
in Vain Unless We Do Our Part Today*

By L. H. McCain,
Brakeman, Indiana Division

This article is written in a spirit of good will toward all, not as criticism, neither as praise; for who am I that I should dictate to you; but as man to man, it is a challenge to better service, that our commodity may sell in the markets of trade that deal in transportation.

THE introduction of this topic may be a little vague to the average railway employe.

Railway men work by instinct born of years of experience and a strict compliance with a set of rules, and naturally become narrowed to some of the important questions relative to their work.

Salesmanship is one of those questions. Any business has two sides, production and distribution; one cannot succeed without the other. Production without distribution would clog the channels of activity until they would not function, and distribution without production is impossible.

Most of our jobs have to do with the production of transportation, but I have been impressed by the fact that we are salesmen of a commodity of such vast importance to the welfare of this nation that it is time that we gave some thought to the "distribution side" of the game. Our officials in higher circles have often tried to impress upon us this idea, but as yet we have given it but little thought.

Sacrifice Shown in Service

In the building of this nation in a field of such natural resources as we have, there must need be "arteries" in order that the natural circulation may exist. Pioneer railway men dreamed of this wonderful service to mankind and sacrificed much in order to bring it about, but as yet their dream is largely unfulfilled.

Not long ago an old railway man passed to his reward. Those who knew him know of the life of toil and hardship he spent in order to maintain service on one of our branch lines. No night was too cold or stormy for him to go when called.

Sacrifice—yes, drops of blood have been shed for every mile of track; and as they dropped, one by one, faith in the great undertaking grew stronger, the dream grew brighter. Shall this sacrifice be unrewarded, this dream not come true?

Not only did the pioneer sacrifice, but he promised, obligated himself to this serv-



L. H. McCain

because of faith in the men who did the work.

Salesmanship in the Shoe Business

Upon one of the bald knobs in the Switzerland of Indiana, a geographically known as Brown County, back in the '70's was born a man who was to become a master shoe manufacturer. No doubt barefooted until of age, he realized that his greatest service to mankind would be in making shoes.

The sharp rocks, mud and minerals taught him the kind of shoes to make, and something spiritual, no doubt, gave him an unusual desire to serve his fellow man and made of him a master in the art of distribution. His reasoning was: Men need shoes; I'll make them; I'll convince men of this need and sell them.

In a mid-western town in the spring of 1914 I met that man for about ten minutes, and I have never seen him since. I was buying a pair of shoes; he came in and watched me fit them.

He asked, "What do you do?"

I told him I was a railway brakeman. He asked me what road, and I told him the old "High Dry."

He said, "That road runs through Brown County, does it not?"

I informed him that it did.

He said, "I am going to give you a pair of shoes, the best pair of shoes you ever had on your feet," and he took my shoe number and was gone.

When he arrived in Boston he sent me the shoes, and they were the best shoes I ever wore. Whenever I can buy that brand of shoes I do so, and I have been the means

ice, to maintain the daily schedules, to assume risks, in short, to deliver the resources of the country at a designated place at a certain time in order that progress might go on. Upon this "word of honor" obligation, the whole system of transportation has been built and maintained, and the only reason these obligations could be taken was

of selling many pairs of them simply by telling this story.

A moment of personal contact, his sense of the need, his ability to give his "word of honor," backed by his faith in this honor of his shoemakers—these gave him confidence to guarantee to me the best shoes I ever wore; then he gave them to me, having faith enough in his fellowmen to believe that I would sell his shoes—shoes that are guaranteed not to pinch the feet, guaranteed to be all leather, oak-tanned, and guaranteed to outlast any pair of shoes on the market, because they were made at the bench of a master shoemaker.

Not long ago I rode on a train with a fellow passenger brakeman, a very close friend of mine; his is a morning run and mine an evening. I said to him, "You have the better job," and he asked why.

The Attitude of Our Passengers

I told him: "In the morning your patrons start out with renewed hope; the disappointments of yesterday are lost in a night's rest; faith has been restored; they look into the future; new conquests are before them, and the spirit of the pioneer is upon them; they whistle, they sing, they laugh. But in the evening, passengers become thoughtful, uncertain whether success or failure will be theirs. Possibly they have failed to keep an appointment, or goods were not delivered or, if delivered, were damaged."

The faces of our associates, the public, tell a wonderful tale, and that tale is the success or failure of someone connected with the arteries of our transportation system; it may be the man in the tower ahead, it may be the man who packs the journal boxes, or it may be the manner in which you or I say, "Good morning," but so closely connected is our job with the great enterprises of business that it is always some part of us that has failed or succeeded.

Ours is a wonderful opportunity, personally connected as we are with the highly charged line of industry; it lies within our power to sway the minds of our associates far more than we think; a word of cheer may lighten the whole vision of some veteran of the grip and send him to his customers with a determination to succeed. A kindly smile and a helping hand may do much to help those who come under our care.

"Personal contact" is an all-important question; this is the thought we have been groping for; this is the doctrine we should try to preach, to show our fellow workers how they are connected with the sales force.

In the country where I grew up there was a party-line telephone, about twenty telephones on one line. The service varied; sometimes all the receivers were down at one time, and when they were the service was very poor. When we took down our receiver, we disconnected our batteries, and the line became weaker. Too many of us worked that line for what it could give and not for what we gave. This illustration is only too true of the transportation systems today.

The Influence of Personal Contact

Not long ago my children and I made a railway trip, and as the conductor collected fares he gave each child half a stick of gum. I watched that man and noticed that he did the same thing all day. It was a little thing, but it radiated much goodwill; it caused a contagion of fellowship among the passengers, and a spirit of chivalry was predominant throughout the trip. I have thought of that man since; his neighbor is every man, woman and child along his two hundred miles of railroad. He can call each one by name; he knows their business, their religion and the condition of their health. They call him "Conductor Joe"; hardly anyone knows his real name. It doesn't matter; he is the man who carries them into the land of the future, away from the cares and toil of the present, into places of hope and success.

Personal contact—who can measure the extent of our influence as we go about our daily duties?

A man stopped me in the aisle the other day and said to me: "You men are sales-

The Song of the Spike

A rusty railway spike am I
Who holds the rail against the tie.
With sledges I am driven deep
So that the rail won't spread or creep,
And there I stay from sun to sun
Clamping the rail so that the trains
may run.

In stormy weather, hot or cold,
You'll find me there with a death-
like hold;
And through the stillness of the night
I lie and grip with all my might,
And folks who ride in luxury
Will never know the strain on me.

They put me there to do my task;
I don't complain or questions ask.
I only know I must not fail
To hold the tie against the rail.
I'm just a rusty spike, 'tis true,
But I've a man's size job to do.

—JOSEPH S. DERAMUS, Associate
Editor, *The Railway Review*.

men; you sell transportation." Sometimes I meet passenger service men who are grouchy, ill-willed, suspicious; others are hearty, well met, jovial and at your service all the time. These latter we have confidence in and give our confidences to; in short, they sell us our transportation; the former we patronize because we must.

Each Has a Part in Selling

But, fellow workman, let that train be late, or some part break down, or the coaches be stuffy and the lights poor, and it takes some mighty good salesmanship to enlarge the order. I visited our back shop in my desire to connect this force and to talk to the workers there about service. I asked a millwright about salesmanship, and he said: "I do not know anything about it; I do not get a chance; I work here all the time; I lack the opportunity to sell; mine is the production side; I build." And I could say no more. I went away, but not disheartened for he had said: "I build."

Millwright, get the vision; I am but the contact; they buy what you build.

Two men met by appointment in a hotel breakfast room not long ago. After their business engagement was over, one arose, watch in hand, and said, "I must go; the 7:15 train is about due." The other pushed a button, ordered a motor car from the man who answered his summons and, with liveried chauffeur in attendance, went his way.

The first man approached the station, bought his ticket and reflectively asked, "On time?"

The agent answered, "On time."

That ticket that our friend bought was but a receipt for money paid for a promise to be delivered at his destination as per the advertised schedule of the train leaving at 7:15. The cheery answer, "On time," was a guaranty backed by the lives of every railway employe on the line.

Tradition Must Be Carried On

Our friend was satisfied and went on his way. The agent, growing old in the service, sat down and mused: "I sell transportation; I have sold tickets here, lo, these many years," and as he day-dreamed, his mind went back into his boyhood days, and he recalled his associates who had passed out, one by one. All were gone except Hogger Bill and Conductor Joe. Yes, they would be on time; never yet had they failed, and then his mind went out into the night, to that distant terminal where they lived, and he saw a hundred men toiling in the night, preparing the train for another journey.

He saw the black and oily forms of the

shopmen as with haste they went about their work; by the light of the torches they held in their hands, he looked into their faces and saw the steel determination to succeed: Hogger Bill and Conductor Joe must go "on time." He followed the train over distant miles as it sped on into the night, through rain and fog, sleet and snow, across the valley and up the hill, bearing its precious burden of joy and sorrow on into another day.

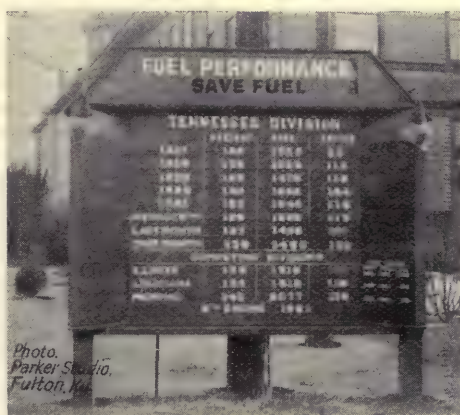
And then they came, at 7:15. A hearty "Good morning," and they were gone.

Hogger Bill and Conductor Joe will soon pass away, and with their going will fall upon us, the younger railway men, the burden and responsibilities of fifty years.

The old agent shook his head: "I'll sell tickets if I can, but it takes a lot of salesmanship to sell a promise that has already been broken."

The dream of the pioneers was service, and they never dreamed that we would fail where they had given so much.

WHERE ALL MAY SEE



Above is shown the Tennessee division fuel board. It is located at Fulton, Ky., in the north end of the park between the Memphis district and the Cairo district main lines. It is eight and one-half feet wide, seven feet high and electrically lighted, so that the figures may be read at night.

The figures which are posted on the board show the Tennessee division fuel performance for 1917, 1918, 1919, 1920 and 1921, the 5-year average, last month's performance and the current performance, compared with the performance of the competing divisions over the same periods of time. The small figures in the lower right-hand corner are those of the competing divisions for the previous month.

Celebrates Golden Wedding Anniversary

*John M. Egan, Veteran Builder of Railroads,
Is Brother of General Superintendent at Memphis*

ON the 20th of January there was celebrated at Amboy, Ill., the fiftieth wedding anniversary of Mr. and Mrs. John M. Egan. The 50-year bridegroom is a brother of Colonel A. H. Egan, general superintendent of the Yazoo & Mississippi Valley Railroad at Memphis, and is an uncle of J. M. Egan, now with the car service division of the American Railway Association. His fifty-two years of railway service, during which he played an active and an important part in pioneer railway development and rose to a railway presidency, were begun with the Illinois Central System as a machinist apprentice in our Amboy shops.

Mr. and Mrs. Egan were married at LaSalle, Ill., while Mr. Egan was employed at St. Louis in the engineering department of what is now the Wabash Railway, and throughout the balance of his eventful railway career Mr. Egan had the encouragement and assistance of a devoted helpmate. The recent anniversary celebration was attended only by the immediate members of the family. Those present were one daughter and three sons—Miss Mary Josephine Egan, who resides with her parents; Frank J. Egan, of New York; John M. Egan, of Anderson, Ind., and Louis H. Egan, of St. Louis. Another daughter, Mrs. J. S. Stokes, of Philadelphia, was unable to attend.

Father Helped Build Our Line

Mr. Egan was born March 26, 1848, at Springfield, Mass. In the summer of 1853 he came to Illinois with his mother and two younger brothers, his father having preceded the family in 1852 to take charge of the masonry and brick work of the Northern Division of the Illinois Central. The family located at Amboy, where the senior Egan had his headquarters, the division machinery and car shops being then under construction at that point. Actual construction work on the charter lines of the Illinois Central was begun in 1852, and Amboy, being one of the principal points on what was planned to be the main line of the proposed railroad, was much in the eyes of the railway world.

John M. Egan attended the public schools at Amboy, and on April 4, 1864, he entered the service of the Illinois Central as a machinist apprentice. After serving a term of three years, an illness caused him to discontinue his work in the mechanical department, and a position was offered him as

office and messenger boy in the division superintendent's office. Later he was transferred to a clerkship in the office of the freight agent, and thence he went into the division engineer's office.

When the division engineer at Amboy was appointed chief engineer of the North Missouri Railroad (now a part of the Wabash), with headquarters at St. Louis, he offered young Mr. Egan the position of chief clerk, and the offer was accepted. Mr. Egan was with the St. Louis road six years, and during that time he was promoted in the different branches of the engineering department, until, in 1875, he was assistant chief engineer.

A Railway Builder in Canada

In January, 1876, Mr. Egan was appointed chief engineer of the Southern Minnesota Railway (now a part of the Chicago, Milwaukee & St. Paul), with headquarters at LaCrosse, Wis. Two years later he was given the duties of a superintendent in addition to his engineering work. It was during his connection with this railroad that it was extended from Winnebago, Minn., to the James River in South Dakota and from Egan, S. D., to Sioux Falls. Mr. Egan received his appointment to the Minnesota railroad from Sir William C. Van Horne, builder of the Canadian Pacific Railway, who was previously connected with the North Missouri, the Southern Minnesota and the Chicago, Milwaukee & St. Paul, and on the last day of 1881 he accompanied Van Horne to Winnipeg, Manitoba, and the following day entered upon his duties as general superintendent of the Canadian Pacific, Western Division, also being in charge of construction. Contracts were awarded to construct the line west from Brandon, Manitoba, to and through the Rocky Mountains and other mountain ranges west of Calgary, Alberta, connecting with the line from the west, and also to complete the road, part of which had been built, eastward from Winnipeg to Port Arthur, on Lake Superior. During Mr. Egan's six years with the Canadian Pacific Railway, the road was completed to the Pacific Coast and eastward from Winnipeg to Montreal, and several branch lines were built.

During the latter part of 1886 Mr. Egan accepted the position of general superintendent, in special charge of construction, of the St. Paul, Minneapolis and Manitoba (now the Great Northern Railway) under

the late James J. Hill. During the period of his employment the line was extended from Minot, N. D., to Helena, Mont., and a number of branch lines were built and placed in operation. Two years later Mr. Egan became connected with the present Chicago Great Western Railroad as general manager, and later he became its president. In 1896 he was elected vice-president and general manager of the Central of Georgia Railway and the Ocean Steamship Company of Savannah, with headquarters at Savannah, Ga. That was before the Illinois Central System acquired control.

Saw Railway Service in Brazil

Leaving Savannah in 1904, Mr. Egan located at Kansas City, Mo. When the Union Station Company at Kansas City was organized, Mr. Egan was chosen its president, and the work of his administration consisted chiefly in the purchase of required property, the preparation of plans for the terminals and the securing of necessary franchises. When these were obtained, he went to Brazil as vice-president of the Brazil Railway (incorporated in the United States). In 1910 he returned to Kansas City as president of the street railway and electric light properties. He retired in 1916.

In the fifty-nine years since Mr. Egan first entered railway life there have, of course, been monumental changes in every-

thing that goes into the construction and operation of railroads.

"When I went to work for the Illinois Central only one make of locomotive was used on the railroad," he said to a representative of the *Illinois Central Magazine*. "The manufacturer was Rogers, Paterson, N. J. The cylinder dimensions were 12x24, 14x24 and 16x28. All were wood burners. There were no injectors; brass pumps to supply water to the boilers were bolted to the frames, with the plunger fastened to the cross head. An angle-iron for a foot rail went around the engine, level with the cab floor, and there was a brass hand rail around the engine; these were used by the fireman when placing melted tallow in the oil cups on top of the steam chests to lubricate the steam chest and the cylinders. The tallow was carried in a can that was kept on a receptacle fastened to the boiler head above the firebox door. The fireman performed this duty when the engine was shut off, going down grade or approaching stations.

Decorations on Old Locomotives

"On these early engines there was no way to regulate the cylinder cocks from the cab. The cocks were placed on the side of the cylinder, and when it was necessary to open or close them the fireman would operate them with his foot from the foot rail. Copper was used for fireboxes, for the



John M. Egan



Mrs. John M. Egan

covers of cylinders, and for domes, sand boxes, hand rails, flagstaff, and the name plates at the end of driving wheel axles. These plates bore the name of the maker of the engine. The jacket bands around the engine were of brass and all were kept polished by the fireman after each trip. Large candles one and a half to two inches in diameter were used in the headlights, and the engineers polished the reflectors daily. They also packed the pumps when that was required, ground all the valves, and removed the cylinder heads and set out the packing when any leakage developed.

"Locomotives were named after famous personages, their tenders and cabs were striped with gold leaf, and picturesque scenes painted in oils ornamented the sides of the tender. I well remember the wave of adverse criticism among railway men when Commodore Vanderbilt issued an order discontinuing the use of brass for covering certain parts of the locomotives on the New York Central."

The changes that have taken place in the transportation department are fully as great as those in the mechanical department, according to Mr. Egan.

"Telephones, of course, were unknown in those days," he said, "and the movements of trains were governed by schedules and rules printed on the timecards. Cars were coupled with link and pin; there were no airbrakes. Passenger cars were heated with wood stoves and lighted by two dim lamps, a candle in each lamp. Trucks were of the 4-wheel type, and baggage cars were provided with a staff and brake wheel inside the car which were used by the baggageman in case danger signals were sounded. Passenger trains consisted of three cars, one baggage car and two passenger coaches, the latter seating from forty to fifty passengers. Freight cars were of ten and twelve tons capacity; there were no refrigerator or tank cars.

Plenty of Work for the Brakeman

"It was the brakeman's duty to be out on top of the cars, no matter what climatic conditions were, to apply the brakes when descending steep grades, when approaching stations, or when the stop signal was sounded by the engineer."

When Mr. Egan began his railway career iron rails weighing forty to fifty-two pounds to the yard were used. The rails were fastened with so-called chairs spiked to the cross-ties at the end of each rail. Cross-ties were ten to twelve feet long and ten inches thick, with not less than an 8-inch face. Truss bridges were of wood, of the type known as the Howe truss.

"There were no lights on the switches," Mr. Egan continued, in describing the advances made in engineering. "The switch lever was six to eight feet long, and when it was standing in a vertical position that indicated that the track was set for the main line. Hand cars for the section men were propelled by crank wheels, and later levers were installed. Station buildings at important points were constructed of stone or brick, and so were roundhouses and shop buildings. Turntables were made of wood.

"I have frequently been asked the difference between railway men of fifty years ago and today," Mr. Egan said. "My reply has been, not reflecting upon the loyalty and fidelity of many present-day employees, that there was more individuality at that time among employees and the railroads on which they worked. Every employee vigorously resented any aspersions cast upon his road, the officials under whom he worked, or the methods used. Trouble makers were relegated to the background.

Praises the Railway Pioneers

"My duties caused me to travel in advance of the railroads mile after mile over plains and mountains in our Northwestern states and in Canada. Before the railroads were built the territory was devoid of habitation, without any evidence of civilization. Now, how changed is the scene! The country is dotted with cities, towns, industrial plants, cultivated fields, modern farm dwellings and buildings, all populated with prosperous inhabitants. The railroad has been the carrier of modern civilization throughout this vast country.

"How loath we are to give due credit to the men who furnished the funds and the brains and met with many severe reverses and obstacles to accomplish their task, but whose confidence in the country's future compensated them for their troubles and anxieties. To them, as the railway pioneers, in my humble judgment, there is due an obligation that can never be fully repaid by the citizens of our country. I say that because I have seen, in foreign countries, unpopulated territory devoid of improvements that will remain so until the means of modern transportation such as we have in the United States are provided."

The Egan family has played an important part in the story of the Illinois Central System. John M. Egan had six brothers who received their early training with the Illinois Central, and there were six sons of his father's brother who were railway men, a number of them also getting their first experience with our road.

How to Cut Down the Bill for Lubricants

Traveling Engineer Von Bergen, of Memphis Division, Urges Further Economy Practices

By E. VON BERGEN,
Traveling Engineer, Memphis Division

WHENEVER the subject of saving oil or other lubricants is first broached to the average railway man, his usual comment is: "I don't believe in stinting the engines or cars for oil. Oil is cheaper than valves, cylinders or brasses. I think it better to use a barrel of oil a trip than to burn up a bearing and also probably seriously delay a train."

All of us will agree that such a comment is correct, *provided* the barrel of oil accomplishes this purpose. But let us stop a moment and consider how much benefit would be derived from this barrel of oil if applied to a bearing at one application. All who have made any study of the problem understand that the only oil in a journal box, or cellar, that serves any purpose whatever is the exceedingly thin film that passes between the brass and the journal, and this film is so thin no man has ever been able to measure it. It has been definitely determined, however, that the cost of the oil required to supply this film is only one-tenth of 1 cent per journal for each thousand miles run, or eight-tenths of 1 cent for a car with eight journals. As it costs on an average of from 6 to 12 cents per thousand miles to lubricate freight and passenger cars, we must conclude that a great deal of this money is wasted.

Chief Causes of Waste of Oil

The following are the chief causes of waste:

Spilling oil about the yards.

Throwing away used packing that should be reclaimed through the soaking vat.

Indiscriminate pouring of oil into journal boxes instead of properly adjusting the packing.

Packing improperly applied, resulting in oil's wasting down wheels or out from boxes.

Hot boxes, requiring additional oil, due to bearings improperly applied, packing improperly prepared, packing improperly applied.

Thus we see that no advantage can accrue from pouring large quantities of oil into a box. It would simply follow other oil wasted out the front of the box to the ground and accomplish nothing.

It has been found that approximately 90 per cent of the hot boxes on freight and passenger cars are caused when the packing settles away from the journal at the back end of the box. When the lid of a box is opened for inspection, the packing may appear in good condition, but fre-



E. Von Bergen

quently, when the packing hook is inserted in the back end of the box, it is found that the packing has settled away from the journal, leaving a depression or hole. Pouring quantities of oil into a box with packing in this condition will avail nothing. Sufficient packing should be pulled so the remainder can be pushed home in the proper position; then the packing that was pulled should be returned to the box in accordance with instructions.

Oilers should never attempt to push back the entire mass of packing in the box, in an attempt to fill such a depression, as invariably the packing will be jammed under the journal before reaching the back end, and thus make bad matters worse. Merely punching the packing in the front end of boxes and adding more packing indiscriminately is a waste of both time and material. It is of utmost importance that oilers, when working boxes, satisfy themselves that the packing in the back end is in the proper position.

Excess Oil Causes Trouble

The only portion of the valve oil introduced into the locomotive steam chests and

cylinders which serves any purpose is that which forms the thin film between the valve rings and bushings and between the cylinder packing and cylinder walls. Any additional amount is scraped off by the valve rings or cylinder packing and passes out the exhaust ports and passages, creating more or less carbon deposit *en route*, which not only is waste but interferes with the efficiency of the locomotive and requires additional expense to remove. The best prevention for this carbonization has been found to be as follows:

Supply only sufficient oil to lubricate the valves and cylinders.

Permit no pockets or sags in oil pipes between the lubricator and the steam chest and cylinder connections.

Maintain openings in the choke plugs at the lubricator and steam chests or cylinders within standard limits.

Admit enough steam while drifting down grades or to a stop to prevent a vacuum in the steam chests or cylinders.

On superheated engines, more economical lubrication and less carbonization will result from feeding two or three drops of oil to the cylinder to each one to the valve. This is accounted for by the following reasons: The temperature in the steam chests is higher than that in the cylinders; hence, when the temperature reaches such a degree that it breaks down the oil, the cylinder will receive no lubrication at all, under a practice of feeding all the oil to the steam chests. Tests with gauges on steam chests have shown the pressure in the chests building up higher than boiler pressure, with a wide-open throttle, and working in a short cut-off.

No Pipes to Valves on Some Roads

Under such circumstances oil will build up in the oil pipes. Should the throttle be shut off immediately thereafter, an excessive amount will enter the steam chests just as the relief valves are opened, or a back suction from the smoke-box takes place, which is the worst time for oil to enter. The travel of the piston is much longer than that of the valve; hence it requires more lubrication. With cylinders well lubricated, very little oil need be given directly to the valves. In fact, some roads which had experienced much trouble with cylinder packing on large superheated engines, while feeding oil to valves alone, disconnected the oil pipes from the valves entirely, fed all the oil to the cylinders and overcame the trouble. However, it is better practice to feed a small amount to the valve to assist the lubrication of the admission side of the rings.

Some engineers, upon nearing the end of the run or arriving at the roundhouse, open the lubricator feeds wide, allowing all the remaining oil to feed into the steam chests and cylinders in a short time, the idea

being to provide sufficient lubrication to last while the engine is being handled about the roundhouse yard. This is bad practice, as cases have been found where great chunks of carbon built up on the valve spools on this account, and in others, where the temperature was not sufficient to carbonize, a lot of oil dripped from the cylinder cocks after the engine was placed in the roundhouse. Lubricator sight feed glasses should be kept clean on the inside as well as out, and lubricators should be bracketed to boilers in such a position that the feeds can be plainly seen in day time without the aid of artificial light.

Should Check Up Occasionally

Engineers can save a great deal of valve oil by frequently checking the feeds against the watch. They will be astonished to find that the drops are feeding nearly twice as fast as they thought they were when set by guess or count.

It is marvelous what a small amount of oil is required to lubricate a given surface on a locomotive. An engineer will never realize how small this amount is until he tests it. A recent test to determine the amount of engine oil required to lubricate our Pacific type locomotives in passenger service, over a 226-mile division, developed that 1½ pints were sufficient. This did not include oil used by roundhouse men, but did include all used by the engineer. The test surprised even those conducting it.

Much rod-cup grease can be saved by rod-cup fillers in the roundhouse by placing only enough grease in the cups to bring it to the pin and reasonably fill the cup, instead of screwing down the plugs and refilling repeatedly, until the grease projects from between the brass and the collar in the form of a ribbon. Engineers can also economize in this feature by screwing down plugs on the road only when actually necessary, rather than at stated intervals regardless of necessity, and by protecting the grease carried along on the engine, so as to prevent its being incrustated with dirt and rendered useless or perhaps causing a hot pin when some of this dirt is introduced into the rod cup along with the grease.

Care Saves Time in Long Run

Too much stress cannot be laid upon the importance of packing driving cellars with journal compound exactly in accordance with instructions. Some of the men who do this work are tempted to slight various details described in these instructions, falling into the error that they are saving time thereby. It is true that to do the work as the instructions provide requires more time, but we are repaid for this many times over by the results obtained. A driving cellar properly packed will run for months with no

attention except inspection, while if the work is done in a haphazard manner a state of continual uncertainty exists which requires frequent removal of the grease cake for inspection.

Great care should be taken when jacking up engines in the roundhouse to protect indicators from being bent on account of binders' pressing against them, which in turn will cause them to hang on the cellar and prevent the follower plate from exerting pressure against the grease cake, and thus prevent its feeding.

Successful driving journal lubrication depends in a large measure on the judgment used by the engineer in oiling hubs. Only enough oil should be applied to the hubs to prevent their cutting. When too much engine oil is applied, it runs down into the grease cake and causes carbonization. If valve oil is used, too much of it will also result in its working into the grease cake and softening the grease next to the hub, causing it to feed faster and tilt the follower plate, which is likely to result in a hot driving box. Neither journal compound nor rod-cup grease requires the assistance of oil. They will function much better on the bearings for which they are intended if oil is kept away from them.

Standard Instructions Are Correct

Many of those who use the lubricants furnished do not realize the amount of waste that can be prevented. The individual who sees a small amount of oil or grease wasted and thinks nothing of it is also usually imbued with the idea that, if a small amount of lubricant is good for a bearing, a large amount must be much better. Much study has been devoted to the problem of lubrication, and many tests in everyday service have been conducted to determine the most efficient methods. Our standard instructions covering the lubrication of locomotives and cars are the results of these studies and tests. Many demonstrations have proved that when these methods are substituted for individual ideas the cost of lubrication is reduced and hot bearings are eliminated. Therefore all those who have to do with the use of these lubricants should adhere rigidly to instructions and refrain from substituting individual ideas therefor.

Some are inclined to view the conservation of lubricants as unreasonable, feeling that machinery must suffer in consequence. This is not the case. Locomotives and cars can be provided with ample lubrication and yet allow of large savings by the use of good judgment and the following out of instructions.

Saved Thousands of Dollars in Year

The amount expended by our company for the lubrication of locomotives and cars

appears small in comparison with larger items, such as fuel, and it appears to some that the conservation of lubricants does not deserve attention. However, the following statement shows that a large amount of money is expended for this item. It also shows the savings effected in 1922 as compared with 1921. The total amount expended for lubrication of locomotives and cars was reduced \$47,430.83. However, when the increased mileage is taken into consideration and the reduction in cost per thousand miles is applied to the mileage of 1922, we find a saving of \$95,034.20. Approximately one-fifth of this saving is accounted for by reduced prices of lubricants, and the rest can be laid to better practices. Our lubrication cost is still too high. With the co-operation of all concerned, the same locomotive and car mileage should be produced in 1923 with a reduction in cost of at least \$50,000.

The 1922-1921 comparison of lubrication statistics for the Illinois Central System is as follows:

Engines			
	Miles	Cost Per 1,000 Miles	Total Cost
1922.....	52,652,210	\$4.6901	\$246,945.48
1921.....	47,860,214	5.9378	284,182.59
Increase	4,791,996		
Decrease		\$1.2477	\$ 37,237.11
Passenger Cars			
	Miles	Cost Per 1,000 Miles	Total Cost
1922.....	103,752,707	\$0.0866	\$ 8,988.19
1921.....	100,659,926	.1005	10,119.76
Increase	3,092,781		
Decrease		\$0.0139	\$ 1,131.57
Freight Cars			
	Miles	Cost Per 1,000 Miles	Total Cost
1922.....	948,941,530	\$0.0965	\$ 91,568.49
1921.....	799,549,539	.1259	100,630.64
Increase	149,391,991		
Decrease		\$0.0294	\$ 9,062.15
Grand Total			
1922.....			\$347,502.16
1921.....			394,932.99
Decrease			\$ 47,430.83
Reduction in Cost Per 1,000 Miles Applied in Mileage in 1922			
	Miles	Decreased Cost Per 1,000 Miles	Total Decreased Cost
Engines	52,652,210	\$1.2477	\$65,693.90
Passenger Cars....	103,752,707	.0139	1,442.16
Freight Cars.....	948,941,530	.0294	27,898.89
Total Saving			\$95,034.95

In the foregoing I have refrained from indulging in theories. The statements are based on facts demonstrated in actual practice. The management wants our equipment well lubricated. It does not desire to spare any expense *necessary* for proper lubrication, but let us eliminate all waste, which means the saving of thousands of dollars.

Pana, Ill., Where Roses Grow by the Acre

*Thousands of Flowers Are Gathered There
Daily for Both Wholesale and Retail Trade*

ROSES of every variety are grown by the thousands at Pana, Ill., on our line just south of Decatur. Probably more roses are produced there than at any other place in the United States, with the possible exception of Chicago. Pana is recognized by all the prominent florists as one of the greatest rose centers in the country.

There are three large greenhouses at Pana, and they have a total of more than 210,000 plants and flowers. More than \$500,000 is invested in greenhouses there. Two of these companies, the Walter A. Amling Company and the Pana Floral Company, produce nothing but roses and sell exclusively to wholesale dealers, while the third, the Henderson Floral Company, has miscellaneous flowers. The latter concern takes care of the local demand for flowers, while the other companies ship their products to commission houses in St. Louis. Some shipments are made to Chicago. The commission houses reship the roses to retailers in various parts of the United States. On an average, more than 10,000 roses are shipped out of Pana each day during the season.

The Walter A. Amling Company is the largest floral company at Pana. This concern has 300,000 square feet of space, in which are planted 140,000 rose plants. This is considered to be one of the largest greenhouse companies in the United States.

Gathering 30,000 Roses a Day

The first greenhouses of the Walter A. Amling Company were constructed three years ago, and since that time many additions have been made. At present there are fourteen houses of steel frame construction. Plans are now being completed for the con-

struction this spring of even more glass houses on the grounds.

Walter A. Amling says that as many as 30,000 roses have been gathered in his greenhouses in a single day.

During the coldest weather, the temperature where the plants are producing is kept between 61 and 71 degrees. Some days it has been necessary to burn as many as sixty tons of coal. There are fifty miles of steam pipe in the Amling greenhouses.

The Pana Floral Company has 100,000 square feet of space, with 45,000 rose plants growing. This property is adjoining that of the Amling company. One of its greenhouses—the largest—is 60 by 400 feet. It was constructed as an experiment, according to the contractor, and is proving to be practical. The Pana company has five houses in all.

The Henderson Floral Company built the first greenhouse at Pana, and it was doing business long before the Amling and the Pana floral companies came there. It has 25,000 miscellaneous plants and flowers growing and sells its products at retail only.

New Plant Being Built

In addition to these, Pana is to have a fourth floral company in the near future. The Asa Brothers Company is now constructing greenhouses over 60,000 square feet of ground in the neighborhood of the Amling and the Pana companies' properties and is to start 30,000 rose plants. This company will be similar to the Amling and the Pana companies and will sell its roses to commission houses.

The American Greenhouse Manufacturing Company, one of the largest factories of its kind in the United States, is located at Pana. It is near the properties of the



Interior of one of the Amling company's greenhouses



Greenhouses of the Pana Floral Company

Amling, Pana and Asa companies. The factory has some four acres of floor space and about one mile of switch tracks.

Pana was chosen as the site for this factory on account of the four trunk lines that go through there. Transportation facilities were necessary because the object of the owners of the factory was to ship material for the construction of greenhouses to all parts of the country. The factory started operation in 1917, and today there are fifteen gangs of workmen erecting greenhouses with American Greenhouse Manufacturing Company material in as many different parts of the United States. Last year the total number of greenhouses constructed by this company covered 1,500,000 square feet of ground.

Every part of a greenhouse, with the exception of glass, is made at this factory, and a large percentage of the raw materials moves over our lines. An average of five cars of cypress lumber a month are shipped to the factory from Louisiana. This particular wood has been found to be best suited for use in greenhouses, because it allows for the expansion and contraction of the glass and metal parts in various temperatures. The only parts of the greenhouses that are wood are the beams on which rests the glass.

A Good Place for Roses

Mr. Amling says that he is not sure whether it is the soil, climate or water of Pana that makes rose-growing so profitable

there; but it is a fact that a growing plant at Pana will produce thirty roses while a similar one any place else is producing twenty. In an effort to determine the cause for such splendid results at Pana, he is to ship a carload of the soil to Chicago to be used in one of his branch greenhouses. He tested the soil before he built the greenhouses at Pana and found it to be particularly adapted to rose-growing. It is porous and never sours. But he is not sure that the soil is responsible for the results obtained. For fertilizer he uses dried blood, ground bone and between 200 and 300 cars of cattle manure each year from the stock yards at Chicago.

The Columbia, Premier and Butterfly roses are the varieties that are now grown at Pana. They are all three the products of experiments by E. G. Hill of Richmond, Ind. These varieties are 5, 4 and 3 years old, respectively. Whenever Mr. Hill produces a new rose that is profitable, the rose growers immediately set beds of the new plants. His rose plants are practically all thornless.

Mr. Hill's experiments consist of grafting various rose plants on the roots of the Manetti, a wild plant of good roots but no flower, that grows abundantly in England. The grafted plants are wrapped in raffia and placed in airtight sweat boxes at 100 degrees for three weeks. Then each day a little air is allowed to enter and the box allowed to cool, so that the tender plants will gradually gain strength. They are



Greenhouses of the Walter A. Amling Company



An airplane view showing the factory of the American Greenhouse Manufacturing Company in the foreground, the Walter A. Amling Company's greenhouses at the upper left and the Pana Floral Company's at the upper right.

carefully packed to avoid bruising and shipped in rapid transit to the planters.

Money in Transporting Roses

On one occasion Mr. Hill paid express charges to the amount of \$3,800 for the transportation of some of his plants in a refrigerator car from Richmond, Ind., to Santa Ana, Cal. The car moved in passenger trains.

Three months after the plants are set out the roses will begin to bloom, but florists say that it is better for the plants if these first buds are pulled off. This allows the plants to gain more vitality and will enable them to produce much better roses a little later. Greenhouse roses are not allowed to bloom in the summer.

After plants have produced roses for three years, they are destroyed and new soil and plants are put in the beds.

The roses are gathered while in bud each morning and afternoon, and shipments are made mostly at night, unless there is a rush order. The roses that are particularly tender are gathered while the bud is tight, in order to insure safe shipment.

Rose plants require lots of water, Mr. Amling says, but they should not be watered too often. The trouble with the amateur florist, he says, is that he waters his plants a little each day. The best way is to give the beds a good soaking only once a week. In this way the poison is washed from the soil about the roots.

Mr. Hill has just produced a new successful rose, the America, and is now offering it to the florists. Mr. Amling expressed his intention of planting this spring 20,000 of the new plants in two of his greenhouses.

The American Beauty, which is indeed one of our most beautiful roses, is considered by the Pana florists to be too difficult

to raise to be profitable, even though the buds can be sold for as much as a dollar each. The plants are probably the most healthy of all rose plants and grow very large, but they do not produce.

A successful career is like a great boulder which a man pushes up a hill, and which is as large as one can move. It is a steep up-grade all through life, and when you take your shoulder from the stone, it begins to go back, and if you let go altogether, it goes to the bottom and it may bury you under it.—MARDEN.

Atonement

On dark Golgotha's hill there gleamed
The shadow of the Cross,
Outlined against a lowering sky,
Where angry clouds were tossed,
Rebelling 'gainst a heedless world
Whose only hope was lost.

For with the dawn, they took the Lord,
And carried Him away,
And laid Him in the rich man's tomb,
Alone—where strangers stay,
And set a watch and rolled a stone,
To keep Him there alway.

O weary traveler o'er life's way,
Who com'st to yon dark hill,
And sink'st beneath thy weight of woe,
Forsaken, hopeless still,
Nor lift'st thine eyes beyond the place,
Which only He could fill—

Look up! Rejoice! O lonely heart,
Sweet rest be thine for aye;
Behold an empty cross and tomb!
The Lord is risen today,
For angels came on Easter Morn
And rolled the stone away.

—ANNE ROSE SWEENEY.

Possibilities of "Egypt" Now Recognized

*Southern Illinois Offers Inducements of Many
Kinds to Farmers, Miners, Manufacturers*

By F. KOHL,
Centralia, Ill.

IF you will take the trouble to look at the Douglas map of February 15 (in the March issue of the *Nation's Business*), showing the business conditions of the United States, you will find Southern Illinois marked in white, which designates that business is good, with "high pressure" buying power. As you analyze the resources of southern Illinois, you become impressed with its possibilities in contrast with the former slanderous statements that "Egypt" is a land without a future.

The writer can well recall that, years ago, as the trains on the Illinois Central left Effingham, going south, the conductor would tell you that you were now entering the poor man's country.

Today there is truck farming going on in southern Illinois on a large scale, and many trainloads of early vegetables, splendid sweet potatoes, etc., are hauled out of this end of the state. Not only are big markets close by, but our population is jumping with leaps and bounds, and we have only made a fair start at our producing capacity.

Good Transportation Available

This territory is webbed with railroads, and more are building. It is two-thirds surrounded by deep rivers in which fish are plentiful, and many of the tributaries can be made navigable with little expense. So here we have good locations, with the very best transportation facilities at hand.

Centralia, a fast growing and prosperous city, is especially well supplied with trunk lines, and an abundance of sweet water is available from Lake Centralia.

We are not only large producers of bituminous coal, but we are the gateway of the ever-expanding coalfields of "Egypt."

You will find here a bunch of practical business men, taking on full responsibilities of leadership, and a bracing vigorous atmosphere such as expanding manufacturers are seeking. We are pushing forward into progress and prosperity.

When fruit growing is considered, especially of peaches and apples, we find soil, climate and sunshine, which are the essential factors, giving our fruit that delicious taste that characterizes fruits grown to maturity where the elements blend perfectly with the substances of the soil. Our



F. Kohl of the Kohl & Meyer Company, Centralia, Ill., is one of the foremost advocates of the agricultural and industrial possibilities of southern Illinois, commonly known as "Egypt." Mr. Kohl also has always been one of the firmest friends of the Illinois Central System in his vicinity. Since the prosperity of the Illinois Central System is so closely bound up with the prosperity of southern Illinois, it is doubly a pleasure for the Illinois Central Magazine to present Mr. Kohl's views upon his favorite subject.

Duchess and Transparent are the perfection of summer apples, and where would you go to find the equal of our Winesaps, such as grow in our Ozark Hills, where they hang abundantly, luscious and brilliant in a favored sunshine? The Almighty might have made a better peach than ours had he tried, but He failed to do so.

Our country is especially well adapted for the growing of Keifer pears. They grow easily, are large producers, and offer a splendid field for some preserver.

Wonderful Resources in Coal

It is now well known that this is developing into the world's greatest bituminous coalfield, and large sums of money are

being distributed in wages. It is a recent discovery that southern Illinois coals coke well. A successful coking plant has been installed at Granite City, and thousands of tons of our coal are used by the steel manufacturers in and about Gary, Ind., for conversion into coke. These coke ovens are likewise making many valuable by-products from our coal, and in many instances these corporations own large coal acreages in this part of the state which they themselves are developing.

There is even now a large production of crude oil and gas, and the fields are constantly being expanded and developed. There are also many valuable deposits of clays, such as kaolin and Fuller's earth. There are enormous deposits of shales and limestones, as well as spar, silica, novaculites and other minerals.

The increase in dairy cows is encouraging and is adding to the wealth and buying power of our farmers. With a climate of Virginia, our winters are much milder than most dairy sections. Our springs are earlier, our fall pastures last later, and many farmers are now making their silos do double duty. The scrub sire, too, is finding it harder and harder to hold his standing.

Limestone Now Being Used

It is true that many years ago we raised very satisfactory crops, but on our prairie lands the soil was thin and the fertility was finally mined out. Then along came men like the late Dr. Cyril G. Hopkins, who taught us that there were several different kinds of farmers as well as varieties of farming, and that our soils were acid and that our system of farming, as we were accustomed to it, was all wrong. He was one of the first men with the vision of the use and value of crushed limestone, and how it would make the growing of legumes possible, to be followed by crushed phosphate and livestock farming, and it was gratifying to find vast deposits of limestone in many portions of this part of the state. It was not long before we could increase our acre production of wheat on our prairie lands and make it possible to grow fair crops of corn.

Southern Illinois has much rich bottom land along her rivers, where excellent corn and alfalfa are grown, and as you reach the extreme southern end of the state you enter a territory with good cotton and peanut possibilities. Here you find a climate so tempered by the warm waters of the Cumberland and Tennessee rivers that the magnolia tree grows in all its glory.

Poultry raising has lately had a remarkable growth in southern Illinois.

We mention Albion as one of the outstanding communities where the chicken industry has expanded to large proportions. It certainly is a pleasing sight to see the large flocks of pure white birds dotting big fields in every direction as they forage for a living.

In addition to the adjacent large markets, New York offers a field for further expansion, and eastern buyers are actively competing for this product.

Bee Raising Has Possibilities

Southern Illinois offers bee possibilities, and some very earnest men are now pioneering in this work in the encouragement of larger honey production, with a slogan that reads: "More bees, more honey; more honey, more money."

Still, Dame Nature was not satisfied with the things she had created in this wonderful storehouse. Originally there were as fine hardwood forests in this part of the state as are found anywhere. This section is considered a tree paradise, and many beautiful patches of virgin timber still stand. We, too, made the common error indicative of the times by denuding much of our hill land, which should never have been cleared. But the matter of reforestation is now being seriously considered, and we look forward to the time when much of this land will again be devoted to growing timber. The pecan nut is indigenous to our section, and we hope to develop it.

Finally, the completion of our hard roads, many of which are now under construction, will give the people an opportunity to motor into this undeveloped empire. Our southern Illinois Ozarks are full of beauty spots, a few of which we hope some day will become state parks as playgrounds for the people.

A Scene of True Beauty

For example, the high road drive from Cobden to Alto Pass always brings forth exclamations of surprise and admiration. The high point of these hills is Bald Knob, standing out clearly in the background, while picturesquely situated between the hills is a broad, fertile valley dotted like a checkerboard with attractive orchards and prosperous farms. A view from the top of this mountain will be long remembered, for in the distance flows the Father of Waters like a silvery ribbon glittering in the golden sunlight amid a vast expanse of forests.

Returning to Cobden by the lower road, you pass vast orchards which are well cared for and are good producers for their owners. Lands are still cheap. Our resources have only been scratched. You will find us a hospitable people. There is a genuine development taking place in which you are invited to join.

Lack of Thought Causes Most Accidents

*General Superintendent G. E. Patterson Shows
the Need for Teaching Individual Responsibility*

The following address on "Accident and Injury Prevention" was delivered by G. E. Patterson, general superintendent of our Northern Lines, before a meeting of the National Union Assurance Society at Washington Hall, 19 West Adams Street, Chicago, March 24. It was a special meeting, and was called "Illinois Central Night." The program, which contained various features of entertainment as well as educational talks, included selections by the Illinois Central Employes Orchestra and the Hannon Four, specialties by Ned Melroy, "Rillian Lussell" and "Chappie Drew," and addresses on "Safety First" by S. S. Morris, chairman of the general safety committee of the Illinois Central System; Senator Henry C. Smale, Dr. Tracy H. Clark and Mr. Patterson. Employes in all lines of service for the Illinois Central were urgently requested to attend with their friends. There were many women present at the meeting.

THERE is an ancient saying that "to err is human." It is commonly taken for granted that everybody makes mistakes—some more frequently than others, but nobody's exempt; sooner or later, by some hasty or ill-advised or careless action, we're all likely to make a blunder that costs us dearly—at least that's the universal theory. The trouble lies in the fact that we take too many things for granted in this world. We don't stop to think. The average person, instead of looking before he leaps, is too often inclined to leap and look back.

That plan of procedure frequently results in his looking back from the other side of the dark river, or, if he's lucky, from the chaste confines of a white cot, with a solemn-faced nurse in attendance. There is no truer saying than the one which declares that "fools rush in where angels fear to tread."

The greater part of humanity is given to taking chances. We're practically all gamblers at heart. We may not be the sort that will bet his last dollar on the chance of catching the other fellow bluffing—when he isn't—or on his alleged ability to distinguish between a race horse and a goat; we don't need to be devotees of the green table, or the pool-room or bucket-shop, or what not; gambling isn't necessarily confined to playing cards or dice. You can take a gambler's chance by over-eating, by drink-

ing ice water on a hot day, by smoking in bed, by not providing for a rainy day (in more ways than one) and by doing or leaving undone any one of a million different things.

A New Danger in Gas

Blowing out the gas was once the high test of criminal foolhardiness, but we've a new stunt, now. It is called "stepping on the gas." A man who is so safe and sane and conservative that he might easily be selected to pose for a sculptor engaged in carving a statue of Safety First will take a chance that Daredevil Dick would have fainted at, simply by going for a little pleasure spin in the car of a gas-stepping friend.

Accidents and personal injuries, after all is said and done, are due to the fallibility of the individual. The greater number of all accidents could have been avoided if somebody, somewhere, had taken proper thought and precautions. Boiling the thing down to its final essence, the individual and his habit of thinking are responsible for most of the serious or fatal accidents which occur.

Carelessness causes more trouble than recklessness. People permit themselves to form habits of thinking that are slipshod and irresponsible. Usually this class of person is selfish; he takes no thought of, or consideration for, others. The man who lights his pipe, cigar or cigarette and heedlessly tosses aside the burning match, perhaps to start a disastrous fire, has no regard for others. Consideration for others never slams a door on somebody else's fingers or drops a brick off a building in course of construction so that it falls upon the head of a fellow workman.

Safety and prevention of accidents depend to a large degree upon the individual. No system of safety regulations, no mechanical safeguard or automatic gate, shield or barrier against chance-takers can protect a careless man or a fool. All campaigns to promote safety must take into account the element of human fallibility and individual habits of thoughtless and selfish disregard for the convenience or well-being of fellow-men. The most important thing of all is to rouse within the consciousness of every one a sense of moral, if not legal, responsibility not only for that one's own personal safety but for the safety

of every person with whom he may be associated.

Need to Teach Responsibility

Bring to any man a sense of his own definite and absolute responsibility, and he will form habits of correct thinking. There is the story of Ole Oleson, who got a job as engine-wiper in a roundhouse. Ole's foreman was an exponent of economy. On all occasions he expounded the importance of saving oil and cotton waste. He dinned it into Ole's ears morning, noon and night that oil costs money and waste costs money, that they are valuable and must be used sparingly. In all cases they must be conserved whatever might happen. In time he made Ole realize his personal responsibility for such oil and waste as might be intrusted to him.

One day Ole was sent out as extra man to fire a freight engine. Before he started the foreman said: "Now, Ole, have you remembered all the good advice I've given you? I've tried hard to train you in the first principles of good railroading. If you'll follow the rules I've laid down for you, you can't go wrong. You'll be ready for any emergency. Now, let's suppose that you're in your cab, and you swing around a curve, and there, rushing toward you on the same track, is a fast express train. What would you do in that case, my boy?"

Ole deliberated. Then he made answer: "I grab dam oil can; grab dam waste; then, by gar, I yump lak hal!"

Safety Needed Everywhere

A great many men give serious thought to responsibility. Other men are addicted to "passing the buck." Some respond to kindness and reason; some need to be managed by drastic methods; there are men who are encouraged and stimulated to give the best that's in them by a little praise; other men become arrogant and utterly spoiled by being complimented. The employee's attitude toward accident and injury prevention depends in a great measure on the attitude of the foreman or supervising authority. If the foreman or supervisor is indifferent and careless, his men will be likely to reflect those traits. Only by earnest and persistent effort on the part of those whose duty it is to instill the principles of safety can the saving sense of carefulness and precaution be aroused in the workers. The habit of carefulness, once formed, becomes second nature. It is just as easy to be careful as to be careless, if a man only takes thought of possible consequences.

Mechanical devices and rules which make

for safety of employees are generally in use in most of the industrial establishments, mines, mills, shops, foundries and on the railroads. We are now in the stage when personal education is the essential thing. It is not sufficient to give a man a pair of goggles, a safety lamp or any other mechanical safeguard, and let it go at that. He must be instructed in their proper uses and made to understand that safety includes not only himself but in many cases the lives and limbs of his associates.

Safety must not be confined in the bounds of those places where men work. Safety extends to the streets and highways, to the homes, and to every nook and corner of the world where human beings go or congregate. There should be no relaxation of vigilance and thoughtfulness. There are hazards everywhere.

Human life has been called the cheapest thing on earth. But it isn't cheap when it's our own life. There's a story about a certain private soldier in a negro regiment whose officer called for volunteers to go on a dangerous scouting expedition. One more man was needed. The officer addressed Rastus:

"What's the matter with you, man, you ain't scared, is you?"

"No, sah," Rastus said, "I ain't scared, I'se jus' circumspectious."

"These heah other men done volunteered. Dey's willin' to risk dere lives 'thout hangin' back. Is yo' life wuth mo'n what theirs is?"

"It's wuth mo' to me, sah," Rastus declared emphatically.

That covers considerable ground. The human race has been too much concerned about its individual convenience and too little concerned about the other fellow's rights. Life is cheap when it's the other fellow's. When men begin to consider that the lives and limbs of their brothers are also precious to them, there'll be fewer accidents, fewer fatalities, fewer cripples and widows and orphans.

A Reflection of Inefficiency

Accidents and personal injuries reflect inefficiency, as a rule. Careless craftsmanship leads to blunders. Sometimes these blunders result in fatalities. The organization of the gang or crew of men for safety depends a great deal upon the organization for efficiency. The foreman who considers his men as so many animate units to be kept occupied, at an outward aspect of diligence, at least, has no real organization. The boss must be really concerned about the welfare and progress of those under him. He must be able to win and hold their confidence. If he believes in them,

they will believe in him. Confidence, like anger or hatred, is contagious. There is a vast difference between the men who work *with* their boss instead of merely for him. Mutual teamwork makes for safety.

The management also has its definite responsibility. Hazards should be removed as far as is humanly possible. The safety thought should begin at the top and permeate the entire organization throughout. On the Illinois Central System this responsibility has been accepted from the highest executive to the humblest employe. It is a prevailing thought in every branch of our great organization, with our more than 60,000 employes, to eliminate, in so far as we are able, the element of danger. Mistakes occur; there are still careless and thoughtless individuals who gamble with life and death. But we have made appreciable progress, and we are encouraged to redouble our efforts for greater results month by month and year by year. Our plan, and it is a good plan, is to give special attention to men who display an open disregard for safety rules. Such individuals are like a firebrand in a powder magazine. They are potentially dangerous.

The essentials of safety depend, in order of importance, I believe, upon three things: First, the individual; second, the job he's doing; third, the organization. Education of the employe in safety principles is a paramount consideration; installation of safety devices and elimination of hazards comes next; and lastly there is the teamwork for efficiency and the welfare and safety of all.

The Grade Crossing Peril Today

I would like to say a few words about one of the most serious safety problems confronting the public as well as the railroads today—the automobile grade crossing peril. To prevent the appalling increase in the number of lives snuffed out, of persons maimed and left crippled for life and of the little children left to struggle out their existence requires sober, cautious and fair safety thinking. Whenever such a calamity occurs, where loss of life is involved, the immediate populace is horrified and aroused. A coroner's inquest is usually held. The coroner's jury hears the testimony of witnesses. Often, to salve the public, to ease their conscience and to pass the buck to the railroad, jurors recommend gates, watchmen or signal devices at crossings, giving no thought to the practical value of such devices. The public is satisfied; the coroner has performed his duty; but the slaughter goes on. Crossing protection teaches the public that railway crossings are safe. The opposite should be taught. All crossings

are dangerous. When this fact is impressed upon the public, these accidents will diminish—not until then.

The railroads are doing their part in the matter of education, as illustrated by the extensive "Careful Crossing Campaign" last summer. Newspapers and civic bodies joined with the railroads in presenting the message of the grade crossing problem. Railway engineers did their part by sounding signals in a proper and distinct manner before reaching public highways. "Stop, Look and Listen" is an old story, but old stories are best. This remedy may not be popular; drivers of automobiles dislike to shift their gears, and then proceed. They would rather ramble right along over a railway track with no thought or care, except perhaps that the railroad will direct their attention, by signals, gates or flagmen, to impending danger. Until drivers exercise care, gentlemen, until the public is taught to think that all railway crossings are dangerous, I can see no immediate relief in the grade crossing problem.

Public Must Learn Safety

It is our duty to impress upon the public the supreme importance of taking precautions. The driver of a motor car can bring his vehicle to a stop without much inconvenience. A heavy passenger or freight train traveling at high speed cannot stop at a moment's notice. Neither can it turn aside. It must follow two lines of rails four feet eight and one-half inches apart, no matter what happens. There is no case in history where an engineer who struck an automobile would not have stopped before doing so if it had been possible. It is a shocking and terrible experience to sit in a locomotive cab and run down a fellow mortal, with the resulting tragedy that involves often women and little children. There can be no more frightful thing in a man's life than that. Yet many an engineer is called upon to experience it, knowing that he is helpless to avert it.

Every one of us here tonight should go forth determined to do his share, be it little or much, toward educating the thoughtless, the heedless and the reckless drivers of cars that they take a gambler's chance when they attempt to cross ahead of an approaching train. A train traveling sixty miles an hour covers eighty-eight feet a second. It is practically impossible for most persons to judge the speed of a train, particularly if it is coming toward them. There is only one safe and sensible thing to do. Take no chances. The only safe procedure is for drivers of motor cars to come to a full stop before crossing railroads, in all cases.

Our Only Y. M. C. A. South of Ohio River

*Establishment at Canton, Miss., Serves the
Employees Working on Three Divisions*

THE Railroad Y. M. C. A. at Canton, Miss., terminal point for engine and train service employes of the Louisiana, Mississippi and Tennessee divisions, is the only Illinois Central Y. M. C. A. south of the Ohio River. It is also one of the pioneer associations in the railway field, and D. G. McLaurin, its secretary, is dean of all the Y. M. C. A. secretaries in Mississippi.

In 1901 the Illinois Central System furnished a lot at Canton, built a Y. M. C. A. home, and turned the property over to the Young Men's Christian Association for operation. Its doors have never been closed, night or day, in the twenty-two years since then. Railway men have always found there a warm welcome, regardless of membership in the association, and the officers of the Y. M. C. A. have labored incessantly for the physical, mental and spiritual development of the members and the whole community.

Since the establishment of the Railroad Y. M. C. A. at Canton, and up to the close of the last fiscal year, April 30, 1922, 6,300 membership cards have been written, 160,965 beds have been used, 196,260 baths served, 230 persons taught to swim, and 7,560 persons have attended the Bible classes and other religious meetings. Local classes have been held for educational training, and several members have been enrolled in the United Y. M. C. A. Correspondence School.

More Than Twenty Years' Service

Secretary McLaurin has served the Canton association continuously since its organ-



D. G. McLaurin

ization in 1901, with the exception of about six months overseas in Y. M. C. A. work during the war, when the work was carried on at Canton by his brother, H. G. McLaurin, who resides there. Overseas, Mr.



The Railroad Y. M. C. A. Building at Canton, Miss.



Left to right: Frank Schmidt, R. H. Powell, I. H. Martin.

McLaurin was first stationed at Le Havre, France, and later he was at Paris and Le Mans, France.

The use of a swimming pool built in 1918 has been one of the principal features of the athletic programs carried on by the Canton Y. M. C. A. since that time. The pool is a monument to the indefatigable energy of Mr. McLaurin. He raised \$2,600 toward its construction by selling books of swim tickets to the members, and that fund was used in the erection of the building. The Illinois Central System furnished some of the building materials and rebated the freight charges on shipments of materials. A number of local concerns also made gifts. Last summer seventy-five persons qualified in the life-saving test. The pool is open six months in the year, from April 1 to October 1, and the facilities also are extended to the women and girls of Canton. There are two tennis courts in the rear of the older and main Y. M. C. A. building, and these are in almost constant use throughout the summer.

Planning on Community Work

Secretary McLaurin has requested the Community Service Corporation (a war-time welfare organization) to furnish funds for the erection of a community hut. A community secretary will be placed in charge of community work, however, regardless of the building desired, and funds are now being raised by popular subscription to employ a suitable man. It is expected that this community organization also will serve the residents of the veterans' colony that is being formed at Canton. The Railroad Y. M. C. A. has assisted in the establishment of the colony by giving the

use of its building free to the ex-soldiers and the members of their families.

One of the social features of the Canton Y. M. C. A. activities has been an annual father's and son's banquet, which is open to the entire community. There are now 240 members of the Canton Y. M. C. A., including about thirty community members in addition to the railway people. Charles



Charles J. Barnett



Natatorium of the Railroad Y. M. C. A. at Canton

J. Barnett, engineer, is president of the association, and R. H. Powell, local attorney for the Illinois Central, is vice-president. Other employees who are members of the board of directors are I. H. Martin, engineer, and Frank Schmidt, flagman.

Although that event is three years off,

the members of the Y. M. C. A. at Canton are beginning to plan on celebrating their twenty-fifth anniversary in 1926. They hope to make it a big community affair, with a number of the general officers of the railroad present, in addition to the local and division officers and employees.

Stephen A. Douglas' Birthday This Month

The following appreciation of Stephen A. Douglas, whose birthday falls on April 23, was contributed to the Chicago Daily News of April 20, 1922, by a writer signing himself "Wriothesley." The Douglas monument is a familiar sight on our lines along the lake shore in Chicago.

At the foot of East 35th Street there is a little public park scarce an acre in extent. On the east it is hard by the Illinois Central Railroad, which separates it from the lake. Its immediate surroundings otherwise are a somewhat run-down neighborhood, filled mostly with decent negro people, with here and there startling reminders of the day when it was an abode of the elite of Chicago.

In the center of this old park rises a noble monument, surmounted by the bronze effigy of one of Illinois' greatest sons, Stephen Arnold Douglas. The broad base is more than a cenotaph, for it contains his mortal remains. The little park was called, when the writer played in it as a boy, Douglas Monument Park. Many people in Chicago have never seen it, and many more, perhaps, have never heard of it. Like the exquisite "Massacre" monument at the foot of East 18th Street, it is not much honored as a mecca.

Even to outline the work and fame of Stephen A. Douglas would require much

space. The popular adulation of his political opponent, the great and good Abraham Lincoln, has served to eclipse Douglas' true brilliance. But next to Lincoln and Grant he stands the great Illinoisan. He died in Chicago in 1861.

The children who will play about this monument on Sunday, April 23, the 109th anniversary of Douglas' birth, should memorize, as many of us did in our youth, the simple words engraved on his tomb. They are especially applicable at this time to a few elders:

"Tell my children to obey the laws and uphold the constitution."

A CHARACTER BUILDER

Accustom the children to close accuracy of statement, both as a principle of honor and as an accomplishment of language, making truth the test of perfect language, and giving the intensity of a moral purpose to the study and art of words; then, carrying the accuracy into all habits of thought and observation, so as always to think of things as they truly are, as far as in us rests—and it does rest much in our power, for all false thoughts and seeings come mainly of our thinking of what we have no business with, and looking for things we want to see, instead of things which ought to be seen.—RUSKIN.

A Farmer's View of the Railway Situation

*Public Ownership of Roads Is Now a Fact,
He Says; Sympathetic Treatment Needed*

An article from the March, 1923, issue of Better Farming, headed "The Farmer and the Railroad: Are Their Interests Hostile or Mutual?"

By **FREDERICK L. CHAPMAN,**
Editor of Better Farming

I SHIPPED twelve carloads of sheep from our Western ranch to the Chicago market. The distance is 1,600 miles. The run should have been made in seven days. It required twelve. The losses and shrinkage were heavy, and I was mad.

A railroad is an impersonal corporation, but when you hear repeatedly that a particular railroad which appears to have done you an injury is owned mostly by a man down near Wall Street, the grievance is harder to control. I had heard so often that this man and that man owned this road and that road that I foolishly made the assertion myself, and my accuracy was challenged.

I investigated. I was wrong. For instead of that gentleman or any gentleman owning all or half or even a quarter of that particular road, he didn't own enough stock to elect himself a director, unless quite a few of the other 33,246 stockholders voted for him.

Public Ownership of the Roads

It will be a surprise to many people, as it was to me, to learn that we have already achieved in rather recent years public ownership of our railroads. With very little effort I could ascertain the present number of stockholders. All I know at the moment is that ten years ago there were more than 300,000. At that time the Pennsylvania railroad had 65,000, and more than half of them women or minor children. Today the Pennsylvania has 137,000 individual stockholders. Since its lines constitute nearly one-tenth of the country's total mileage, it is possible that ten times 137,000, or 1,370,000 stockholders, are the actual owners of our American railroads.

April, 1923

But I said, as many others are saying, "Well, I don't own any of it." Possibly you don't! But who owns the bonds, about nine billion dollars' worth? Very largely the banks in which you and I are carrying a deposit or a loan. We don't wish our bank to lose out, for then we may lose our deposit or may have to pay our loan before it is convenient to do so. The life and fire insurance companies also own a lot of railway securities, and all of us carry some insurance. Perhaps some of us have a life savings involved. So I kept thinking and the longer I reflected the more I became convinced that I was very much interested in railroads, and I began to think of their problems more sympathetically.

To study a problem sympathetically is to study it with understanding. To approach it with hostile prejudice is to blind the eyes with ignorance in advance. So I took the pains to trace as far as possible the causes for poor service on my shipment of sheep.

Present Railway Troubles

I found there was, at first, a shortage of cars, which delayed the loading; second, engines in poor repair; third, track in many places out of condition; fourth, cars from weaker foreign roads in bad order—a draw-bar pulled out of one, a brake-beam fell down on another and almost ditched the train.

There are a dozen causes, major and minor, and for every one of them I was as much to blame as the president of that railroad, because I had been doing too little to combat the unreasoning and unintelligent and unfair hectoring and hampering of the railway industry, for ten or fifteen years past, while every responsible official on that particular line has sweated and struggled to keep the line open and trains on time and give service to the public while they were giving not one cent to the 33,000 stockholders, little and big, who owned that road.

* * *

I am thinking of this question purely in my character



Frederick L. Chapman

and occupation of a farmer, and this is what I think.

I think that the farming business and the railway business are so utterly dependent upon each other, their interests are so identical, that the man who drives a wedge between them is either crazy or a crook.

Perhaps he is neither, but just ambitious to capture leadership among farmers, and, to entice them, he is willing to deceive them to their great injury.

The railroads collect about a billion dollars each year from the farmer and his family for freight going and coming to and from the farm. That's a heap of money. Is it too much? I don't know, but I do know that the average rate is only 50 per cent more than it was in pre-war days, although the cost of doing business just as the cost of doing farming has increased by more than 50 per cent. For the three big items of railway operation, namely, labor, taxes, coal, the cost has more than doubled. I know also that railway net income has been so precarious for ten years past that railway stocks have gone the direction of the German mark, and they will go the full route if malevolence and ignorance do not desist in their intent, which intent appears to be to put the railroads out of business, compel government ownership, create two million positions little and big for the politicians to haggle over and let those two million employees tell the rest of us one hundred eight million when the trains will run and when they will not run.

Two Facts Worth Pondering

But that is not my only objection to government ownership, which is something, by the way, that I almost favored very briefly at one time. I changed my mind. The man who will not change his mind, if necessary, on presentation of new facts hasn't much of a mind to change.

These two facts changed it.

1. I don't wish to increase our national debt twenty billion dollars. That's the least the roads would cost us. We would have to issue bonds to buy them. They would be government bonds with the government's guarantee of interest every minute.

2. I don't wish to pay more taxes. If the railroads belong to the government they pay no taxes, no more than any other public property. In one county where I do some farming, two railroads paid \$113,000 of the taxes last year. If that amount had to be distributed among the sparsely scattered farmers and small people of that county, it would be adding to their burden cruelly.

Therefore, I prefer to pay the present

rates on traffic. I prefer that to a big increase in my taxes. Especially so since freight rates may again come down, as they have done twice for the farmer in eighteen months. But taxes come down? Never in your lifetime nor mine.

What I want most of all is service, and I don't see how any railroad can give it unless it has a good safe track and sufficient cars and the ample power to pull them, and that means *enough money to buy them*.

The "Burden" of Freight Rates

Doesn't it make you tired to hear some of these bushy browed declaimers trying to make us believe that the present high freight rates are paralyzing agriculture? How much of our total expense bill in farming is freight, anyway? Six, possibly 8 per cent. How much do we wish knocked off? Enough to bring the rate down to that of 1913? All in favor say "aye"! The ayes have it. Now we have saved 2 per cent of our yearly expenses. The annual expense of the average farmer is \$1,500. Two per cent saved on that is \$30. That settles it. We are saved. The country is saved. Everybody is happy except the agitator who is hunting for a new issue.

My dear good farm people I should not play with such a serious topic. But the fact is, that isn't the topic which confronts us. The question before us is not "shall we save a few dollars on freight?" but "shall the railway business remain a business or shall it be a government agency owned in common but run by political employees?" If it is to remain a business it will have to be run as a business and run to pay at least 6 per cent for its owners. If it is to be communized, that is owned in common, I am just warning you that the communists will not wish to stop there. They will some day covet our farms.

They can't have mine!

LEGION POST ORGANIZED

Employees of the Illinois Central System at Chicago organized the Illinois Central Post of the American Legion February 17. About thirty-five former service men attended the organization meeting. F. K. McCarty was chosen temporary chairman and T. C. Kiernan was named temporary adjutant. The first Friday of each month was designated as the regular meeting date, and March 2 was the last day on which an applicant could be made a charter member. The members of the Illinois Central Post desire to attract the attention of former members of the American Legion who have severed their connections with their home posts and desire to join a post where they will know the majority of the members.

Some Hints for Success From Chief Clerk

*R. L. Guensler Declares It Takes More
Than Working for Pay Day to Get Ahead*

By LUCILLE SIMS,
Minnesota Division Editor

R. L. GUENSLER, for the last three years chief clerk to Superintendent L. E. McCabe at Dubuque, says: "The employe who works for pay day only can never attain any great success. The man or woman who gains advancement does all the duties required of a position, and then does just a little bit more, thereby qualifying for bigger fields and responsibilities of life. If you love your work, this will be easy; if you do not, get off the job and give someone a chance who wants to get ahead."

On the other hand, Mr. Guensler believes "All work and no play makes Jack a dull boy." You owe it to yourself, your family, your superior and the corporation or firm you represent to get sufficient good, clean recreation to keep your mind clear and alert, he holds; otherwise you will become "rusty" on the general modes of life. As in the case of a machine, continuous application along one confined line of endeavor, without proper attention and repairs, will cause certain parts to wear out and eventually fail.

When you work, work like "blazes," Mr. Guensler advises, and when you play, do it with the same good spirit—then you will have a good, clear, thinking mind and a body ever ready to respond to emergencies that you will be called upon to meet; when opportunity raps, you will be ready to take advantage of your chance.

Experience Valuable When Used

While experience and knowledge are fundamental factors toward one's success they are of no relative value unless put to practical use, Mr. Guensler feels. Do not let mistakes frighten you into inefficiency. On the other hand, do not be indifferent about them, but gain by the experience of having made such mistakes and guard against their recurrence. A good quotation, Mr. Guensler thinks, is: "He who makes no mistakes, does nothing; he who makes too many, loses his job." And, while your job may not look altogether desirable to you at times, it looks mighty good to the other fellow.

The doughnut has been rhymed and ridiculed and has been used as a figure of speech again and again. We say of the man who takes the pessimistic view of life that he is looking at the hole in the doughnut. The man who looks out upon life with



R. L. Guensler

faith and hope observes the doughnut, and not the hole.

Today many a man is in the rut of failure because he has not faith in himself, and without faith in himself, how can he expect others to have it? Lack of self-confidence will fossilize any man, Mr. Guensler believes, and he recalls the incident of the bishop who once asked a young man if the young woman he had been courting had agreed to marry him.

The young man answered: "Not yet."

"How many times have you asked her?"

"Nearly every time I have seen her."

"How long are you going to keep it up?"

"Until I get her."

Are you looking at the hole or the doughnut? Are you discouraged in business, in society? Faith builds a bridge across the gulf of despair, shatters enemies of gloom, and lights a path through the dark night of disappointment.

Now in Fourteenth Year of Service

Our chief clerk is now in his fourteenth year of railway service. Born in Freeport, Ill., he attended the public grade and high schools and a commercial college at that place. He entered the service of the Illinois Central as a material gang laborer at Free-

port, July 1, 1908. January 1, 1909, he took a position as an office boy in the superintendent's office. Since then his career has been as follows: July 1, 1909, promoted to track supervisor's clerk; August 7, 1909, promoted to bridge and building supervisor's clerk; May 17, 1910, promoted to trainmaster's clerk; August 1, 1914, made clerk in superintendent's office; April 23, 1918, promoted to secretary to

general superintendent, Waterloo, Iowa; July 7, 1919, transferred to correspondence clerk; January 22, 1920, promoted to chief clerk to superintendent, Minnesota division, Dubuque, Iowa.

"Don't forget, there are bigger things in life than pay day," Mr. Guensler sums up, "and while that is essential for sustenance, it is secondary when the question of a future is concerned."

Muckl Is Just One Handful of Monkey

Recent visitors to the office of Photographer John K. Melton at Central Station, Chicago, were Muckl and his mistress, Mrs. Meta Kirchberg, 5112 Broadway, Chicago. Muckl is a monkey about the size of a man's fist—an Australian singing monkey, seemingly a combination of bird and beast, with a voice like that of a canary and claws and feathers, but with the head and body of a monkey, except that his arms are shorter than his legs and he has a bushy tail.

This is a seemingly impossible combination, but seeing is believing in Muckl's case, and Mr. Melton has the photographs, reproduced herewith, to prove the fact.

Muckl is almost 5½ years old, but at that he is a mere infant, as Mrs. Kirchberg declares that his relatives in freedom frequently live to the age of 100. He was born on shipboard and was the pet of the captain of the ship on which Mrs. Kirchberg came to this country from Germany about a year ago. The captain had brought him up on a bottle.

Muckl weighs six ounces and a half. His body is five inches long, and his tail is two

inches longer than that. He is a lively little beast, with alert black eyes, but he is of a friendly disposition and likes very much to be petted and to be held in someone's hands. Mrs. Kirchberg ordinarily keeps him in cage with a canary, whose song he copies closely. The canary frequently takes up a position on Muckl's head, and the two sing a duet.



Muckl. Above he is shown with his pal, the canary.

Saw Railroad's Part in Growth of Illinois

George D. Chafee, Local Attorney, Nearly 84 Years Old, First Knew Our Line in 1861

Judge George D. Chafee of Shelbyville, Ill., nearly 84 years old, who has been a local attorney for the Illinois Central continuously for fifty years, has given us the following reminiscent article. In the February, 1923, number there was an article concerning Abraham Lincoln to which Judge Chafee contributed a fund of information.

**By GEORGE D. CHAFEE,
Local Attorney, Shelbyville, Ill.**

THE Illinois Central Railroad Company was chartered in February, 1851. Probably 90 per cent of those who now ride on this railroad or use it for freight know less of its origin than they do of King Tut, just resurrected after a 3,500-year sleep in Luxor. Some of them may have heard of Senator Stephen A. Douglas, Judge Sidney Breese and General William F. Thornton, but do not know what these men had to do about this railroad. Nor is it my aim to tell them at this time.

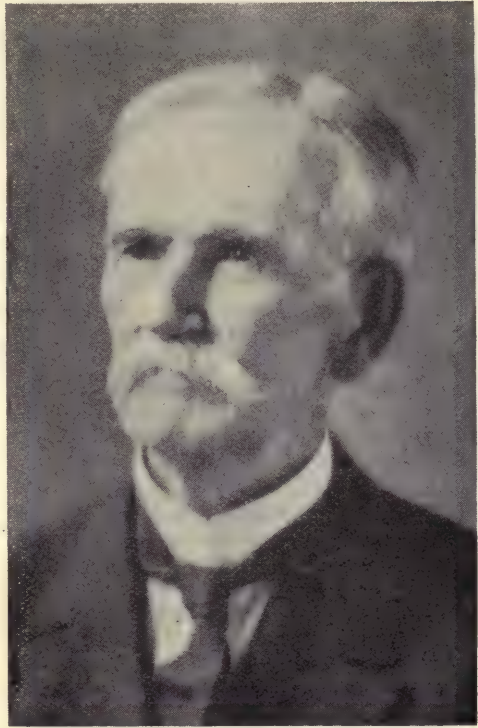
It is a wonderful line, running from Sioux Falls, S. D., to the Gulf of Mexico, nearly across the temperate zone. I first saw it at Chicago in April, 1861. The station was near the mouth of the Chicago River, about two blocks from the site of old Fort Dearborn. The road was laid on a trestle over the lake north of 12th Street, the shore curving in nearly to where the Auditorium now stands. What is now Grant Park was nearly all water. Chicago was then in the mud, and I did not foresee its immense possibilities.

I now think the Illinois Central Railroad was a great factor in building the city of Chicago, and the city was a child to be proud of and no mean help to the road. In fact, the railroad put Illinois on the map and put untold value into its boundless wilderness of unused prairies.

Champaign and Urbana Were Separate

In April, 1861, I rode on the line to Mattoon. Champaign had one building, the station, part of which also was used for a hotel. Urbana was two miles to the south-east through the mud. David Davis was holding court in Urbana upstairs over a grocery, and Joe G. Cannon was prosecuting a man for murder.

The war coming on at once paralyzed legal business in a country town, and for



George D. Chafee

a few years the study of personal economy was paramount. Board at the "Tavern" was \$2 a week, and my office rent was \$5 a month. My office, with a cot, was also my bedroom.

In 1866 S. W. Moulton was elected to Congress for the state at large and Anthony Thornton for our district. I was then engaged by Mr. Moulton. A farmer and stockman had a bunch of mules north of Pana, and the railroad's fence was one side of the pasture. One night an Illinois Central train ran through them where they had broken through the fence and killed and maimed over twenty. The owner, Abe Middlesworth, saw Mr. Moulton and was informed he had no case; he then saw Judge Thornton and was told he had no case. After these gentlemen went to Congress I told Mr. Middlesworth I thought he had a case, and he employed me for \$150 to handle it. I might have got ten times as much had I known how to sell my goods. I did not then know I would have to try it four times. We got a verdict

against the railroad for \$2,840, but the Supreme Court of Illinois reversed the decision (43 Ill. 64), remanding the case for retrial. On second trial the verdict was for the plaintiff, and this verdict was sustained (46 Ill. 494).

Made a Memorable Decision

Judge Breese wrote the opinion, in his usual vigorous style, reversing four former decisions and making this a leading case till now, on the maxim which he quotes in the original Latin: *Sic utere tuo ut alieum non lae das*. It has been the law for a thousand years, might be called a natural law: "So use your own property as not to injure another."

Soon after this (in 1868) General B. F.

Ayers, chief counsel for the railroad, sent for the writer, and then Moulton & Chafee became local attorneys for the road, until Mr. Moulton's death, and I have acted since that time, associated with Hon. W. C. Headen part of the time and with Chew & Baker later.

In all this long time no man or officer of the road has ever, so far as I know, sought or tried to do any act that was not absolutely fair and honest with the public. The uniform instructions were to ascertain all the facts and advise what to do. The controlling policy of the road is and ever has been to incarnate Judge Breese's maxim, hoary with age but ever young in justice: "So use your own property as not to injure another."

To Check Up Efficiency of Our Employes

Beginning April 1, all employes subject to the rules and regulations of the transportation department of the Illinois Central System, including the Yazoo & Mississippi Valley lines and the Illinois Central's Southern, Northern and Western lines, will be re-examined with regard to their knowledge and understanding of rules, their physical condition and, where necessary, their familiarity with and efficiency in the use of airbrakes.

The examining board will comprise the following: Trainmaster C. W. Davis, Illinois division, chairman; Trainmaster E. L. McLaurine, Louisiana division; Trainmaster George S. Rought, Wisconsin division; Traveling Engineer B. J. Feeny, Memphis terminal; Airbrake Inspector Frank Hinton, with one assistant; Company Physicians C. D. Lambird and J. F. Curry. The board will travel in a special train running on schedules arranged by the officers of each division, so that the territory may be covered as expeditiously as is consistent with thoroughness.

Members of the examining board reported at Chicago on March 26 for a meeting with the train rules committee, of which J. F. Porterfield is chairman and G. E. Patterson, J. W. Hevron, J. M. Walsh, F. T. Wilbur and M. B. Morgan are members. Final details of the re-examination work were discussed and decided upon at this conference.

The field work of the examining board will probably begin at Memphis and cover the Yazoo & Mississippi Valley lines first. Examinations will then proceed on the Southern, Northern and Western lines of the Illinois Central in respective order. Meetings with division superintendents and their staffs will be held on the first day the board reaches each division. If possible,

it is desired that general superintendents be present at these meetings. Superintendents, roadmasters and signal maintainers will spend as much time as may be possible with the board while it is on their divisions. Trainmasters, traveling engineers and supervisors will be required to accompany the board over their respective territories.

Each division will have three lists of employes, by classes, in alphabetical order for use of the examiners, and detailed records will be kept by the board of all examinations. It is planned to conduct three classes, if possible, and in any event not less than two classes daily by two divisions of examiners, who will rotate in conducting classes.

Proper notices by bulletin will be issued by superintendents, and division officers on each district traversed will attend to arranging for all employes subject to examination to report at the proper time and place. In the event that, for any reason, this is not done, the employe must be sent to the board, with proper credentials and data for his test.

Re-examinations of employes in the transportation department have been conducted on several occasions. The last previous series of tests was held about ten years ago. The plan is in keeping with the policy of the Illinois Central System to maintain a high standard of efficiency, not only of equipment and mechanical facilities but also of man power directly connected with the operation of trains.

Our friends come to us unsought. We seek people only for selfish gain. Selfishness and friendship are antonyms.—*The Watchman*.

Editorial

PUBLIC RELATIONS

The unqualified success of the Illinois Central System as an agency for the performing of dependable transportation service is well established. In many phases of its service, indeed, it has taken a position of leadership among the railroads of the country. Examples of its leadership are the courtesy of employees who come in touch with the public, on-time operation of passenger trains, reductions in the causes of freight claims, the safety of patrons, and so on. The list is a large one.

During the last few years a number of the leading railroads of the country have been devoting more and more attention to the problem of giving the public information about the railroads, in order that the railroads may be accorded the kind of treatment by the public that will permit them to prosper and expand their facilities to meet the growing needs of the country for transportation. In this work also the Illinois Central System is an acknowledged leader.

An interesting and attractive brochure which summarizes the public relations work that has been carried on by the Illinois Central System since the end of federal control has been issued during the past month. In it are reproduced the series of monthly statements to the public which have been made by President Markham through the newspapers published on our lines, lay-outs which show the manner in which the newspapers have given additional publicity to the subjects of Mr. Markham's statements, and a large number of splendid editorials which reflect the results of this work. There is an introduction which tells of the manner in which the public relations work has been carried on.

The booklet is being given a wide circulation among those who have shown an interest in Mr. Markham's program. It will doubtless serve to impress those who study it with the leadership of the Illinois Central System in this very important phase of railway activities.

Public opinion rules the railroads. There is no getting around that fact. The railroads are being, and will be, dealt with accordingly as there is crystallized a public sentiment favorable or hostile to their best interests. If that public sentiment stands for railway progress, the railroads will be

permitted to give a good account of themselves. If it points in the other direction, the railroads will be bound down by restrictions which react with deadly effect upon the life of our entire population. The duty of railway people, therefore, is to help create a public opinion that will be favorable to the future progress and prosperity of the railroads. Since the welfare of our country is so thoroughly bound up with the welfare of our railroads, the problem is one in which every citizen is concerned.

OUR OWN MAKE

The resignation of Vice-President L. W. Baldwin to become president of the Missouri Pacific Railroad Company, reported on another page of this magazine, brought in its train a series of promotions of operating department executives all the way down the line. It is significant to note the fact that all of the officers advanced are men trained in our own methods of operation, men who have worked their way up from the ranks, men to whom the Illinois Central System has meant opportunity and service. Illinois Central System operation has come to be well and favorably known in railway circles as combining methods of distinct efficiency. Perhaps much of its consistent success can be traced to our "family" tradition of service—the fact that, when we need operating executives, we find that we have made them ourselves.

THE COST OF GOVERNMENT

A review of what it costs the American people annually to operate the vast and complicated structure called government is illuminating and instructive. Taking it by and large, it is the best government the world has ever known, but it is also mighty expensive.

In 1921 the various ramifications of our government cost something like eight and a half billion dollars, or about 14 per cent of our estimated entire national income. In that year there were, in round figures, two million persons on the public payroll. This is about 5 per cent of all wage earners; one in every twenty was working for the government. These figures are for all government—federal, state, county, municipality, and so on. The costs of federal government are fairly well known, but the expense of maintaining the governments of

states and cities can only be estimated; they are too loosely run and in many cases are without adherence to intelligent accounting methods. The foregoing estimates, however, are conservative; they tend to understate rather than to exaggerate.

In fairness to those who are trying to administer government on a business basis, 1921 may be said to represent the peak year of high cost under conditions approaching normal. In 1922 a reduction of federal expenses was effected of about \$870,000,000, and in many parts of the country economies have been made in the administration of state and municipal affairs. Prices of materials and supplies have decreased materially, and it has been possible to save millions of dollars on expenditures for such items, for instance, as public improvements.

Nevertheless, the burden of taxation is still heavy. The national income has been estimated at about sixty billion dollars annually. With government costing eight and a half billions a year, each person employed at gainful industry must contribute (indirectly if not directly) about \$210 of his yearly earnings to pay the bill. If we should pay our taxes in labor—and in the final analysis we do pay them in labor—every person employed for wages would be called upon to contribute seven weeks of labor each year, without compensation, as his proportion of the cost of government.

Too many of us display no interest in the conduct of government. We feel that our responsibility is too small, our influence too slight, to compensate us for the time and effort necessary to act intelligently upon governmental affairs. However, if we but realize that each of us is contributing the earnings of about one hour and twenty minutes of each business day for government, our interest should be quickened into a real concern as to how our contribution is expended. It is certain we would not contribute a similar amount to any other enterprise without showing more interest in what becomes of it.

OUR REVISED TRADE MARK

Those who study carefully our cover design for this month will note a change in the wording on the diamond that is so familiar to all of us. The previous wording, "Central Mississippi Valley Route," has been changed to read "Courtesy, Efficient Service Always."

This change, which is official and which will be observed henceforth whenever the trade mark is used, is significant as a recognition of the fact that the success of our railroad is based not alone upon our fortunate geographical location, but also—and this is increasingly important in these

highly competitive days—upon the loyalty of our employees and the satisfactory service they render the public.

A certain responsibility, of course, accompanies this change. We must live up to our reputation. We must not promise the public something we cannot give. The public will come more than ever to scrutinize the character of our service. There may be those who will question our courtesy and efficiency. There must be no let-down, even in isolated cases. That "always" is a promise every one of us must bear in mind.

THE DIRECTOR GENERAL'S VIEWS

If anybody is qualified to write clearly and impartially about the post-war situation of our American railroads, that person is James C. Davis, director general of railroads, whose recent address on railway problems, delivered before the Prairie Club at Des Moines, Iowa, is reprinted in this issue of the *Illinois Central Magazine*. Mr. Davis, in closing up the accounts of the Railroad Administration, has been forced to do business with many impoverished carriers, and he is in a position to know the difficulties with which they have had to contend. He points out in this address that the views he expresses are wholly personal, but no one can doubt that his plea for fair dealing in public regulation of the railroads is based upon the experiences he has gained in his official capacity.

THE SPICE OF LIFE

Imagination is the spice that seasons the stale food of life. Dreams are the heady wine that stirs the sluggish pulse of being. The lonely watcher in the interlocking tower possesses an "open sesame" to Ali Baba's wonderland. The man in the isolated way-station, marooned far from the busy haunts of his fellows, holds a golden key to Elysian fields. In his mind's eye he can call the vivid scenes of the world to pass in animated review.

Does the average man find life tedious and dull as he tramps his dreary treadmill round? Let him visualize the moving panorama of the great living world with its teeming millions of workers. Each soul has its own magic carpet to bear it across vast distances. In fancy we can all visit the far corners of the earth. Imagine flying on one's magic carpet at night across this vast North American continent. First, there would be the land itself—the rugged bulk of mountains, the shaggy reaches of wooded hills and dales, the wide levels of prairie and valley and plain. Then, there are great rushing rivers, and lakes which lie like molten silver holding the sheen of the starlight; cities and towns, set like

glowing jewels, each sentient, throbbing, pulsing with the endless activities of human endeavor that never sleep. Not the least of these activities would be the railroads which cover the land like an interminable net that has caught an empire in its meshes of steel.

Think of the complex and interrelated details that are comprehended in the operation of the combined railway systems of America. Try to grasp the marvelous co-ordination which flings the speeding legions of freight and passenger trains northward, eastward, southward, westward, safely and ceaselessly, through sunshine and star sheen, through fog and driving sleet, through twilight and morning glow and darkness of midnight.

Have you ever felt the thrill that comes from thinking of thousands of twinkling signal lights, green and red and yellow, like myriads of fireflies, between the Atlantic seaboard and the far-off Pacific coastline, between the Canadian border and the Mexican Gulf, each prickling point of colored flame a tiny beacon marking the path of safety for keen-eyed men on their rocking seats above whirring drive-wheels which thrust the miles behind them with each tick of the watch? Those men, whose eyes are ever watching ahead and whose capable hands never leave throttle bar or air lever for long, hold in their keeping the arbitrament of life and death.

There are other men, too, upon whom rest responsibilities no less vital. There are the dispatchers bending over their train-sheets, noting each changing aspect of that intricate, swiftly moving puzzle of scurrying energy which must function to an orderly plan or end in chaos. The man who works on the track; the shadowy figure that thrusts a smoking torch against a journal box at night, or taps a wheel flange with an inquiring hammer; the towerman in his glass-walled eyrie; the crossing watchman with his traffic flag; the worker in some isolated pump house; the helper at a coal chute—all along the line, from the highest to the humblest, each one has his essential part in the great scheme. Each is necessary to the integrity of this stupendous, interdependent structure of transportation.

It is the task of those at the head of a great railway organization—executives and officers charged with directing operation, maintenance of facilities, construction—to co-ordinate the whole, to solve the problems and remove the difficulties that arise. The men upon whom that responsibility rests serve mightily. A little imagination will help us to appraise the actual size of their task, as well as to understand better the relationship which each of us bears to

the great machinery that constitutes the whole.

Cultivate imagination. It's the spice of life.

RAILROADS IN CHINA

The best way for Americans to realize how well off they are is for them to ponder on conditions in other countries. Take the railroads. When we think of European service and rates, in connection with the staggering cost of railway operation to so many of the governments, we find that the situation in the United States is not so bad. And sometimes when we are inclined to think there is a chronic shortage of transportation in our country (which, in comparison with the demand, there is), it might do us good to think about China.

China has a population of 400,000,000 and a railway mileage of 7,000—one mile of line to every 57,000 persons. We have a population in excess of 100,000,000 and a railway mileage in excess of 250,000—about a mile of line for every 400 of us. Two-thirds of the Chinese republic remains to be developed, as America was developed (so largely by the railroads) in the nineteenth century.

A writer recently called attention to the fact that in China the bulk of the freight is moved to navigable water on the backs of men, at a cost of 14 cents a ton mile and up. "American railroads," he said, "haul freight for 1 cent and 1 mill per ton mile."

In railway mileage we are apparently 142 times as well off as the Chinese and in cost of transportation we have them bested about fourteen times.

FOOD FOR THOUGHT

The Chicago, Peoria & St. Louis Railroad, operating 205 miles of main line between Peoria and St. Louis via Alton and Springfield, with about fifty miles of branch lines, has been in the hands of receivers for several months. Recently a petition was filed by the holders of \$2,000,000 first mortgage bonds asking the permission of the Interstate Commerce Commission to abandon the railroad and scrap the roadway and equipment. The property is said to represent an investment of \$9,000,000 or \$10,000,000, and its estimated scrap value is placed at about \$3,000,000.

This railroad serves an important agricultural, manufacturing and coal mining section. Strong protests against its abandonment have been raised by patrons all along the line. It is pointed out that there are sixty-six cities, towns and villages with an aggregate population of more than 300,000 that would be vitally affected by

cutting off transportation and that there are located on the line, and in most cases exclusively served by it, fifty-three grain elevators, six coal mines and twenty-one other important industries. At least one coal mine, it is claimed, has already been forced to close down because sufficient cars are not available to transport its output. It is also stated that the abandonment of the line would result in losses to mine owners, manufacturers, merchants and other interests—including practically all the farmers in that territory—the extent of which cannot be even approximately calculated. The threatened losses to farmers alone through depreciated land values is placed at \$25,000,000.

A campaign is being prosecuted vigorously throughout the territory traversed by the impoverished railroad to interest the people in coming to its financial aid. The expenditure of about \$3,000,000 on improvements and equipment is needed, it is said, to put the road in condition for operation.

There is food for sober reflection in the situation of the Chicago, Peoria & St. Louis Railroad. It is a pertinent reminder of the grave menace which casts its sinister shadow over the entire transportation structure of the country. The railroads are confronted by an ever-present threat which lurks in waiting—the threat of curtailed earnings resulting from an unwise rate policy. Other roads have survived where this road has collapsed, because of more fortunate location or other advantages, but no business undertaking, large or small, can survive indefinitely without adequate revenues. Its earnings must be sufficient to pay operating expenses, taxes, rentals and interest and leave a return for the owners that will be sufficient to attract the new capital needed from time to time to keep it a going concern.

Railroads find themselves the unwilling victims of a peculiar condition. They are caught between the devil of condemnation for earning a fair return and the deep blue sea of bankruptcy if they do not earn it. Other contributing factors complicate the situation. A deliberate plan is being forwarded by those hostile to the whole plan of private and competitive ownership of public utilities to discredit the management and operation of the railroads under such a plan. Allied with this movement are the organized attempts of the avowed enemies of the railroads to confiscate more than one-third of the actual value of railway properties by scaling down the tentative valuation established by the Interstate Commerce Commission for rate-making purposes from \$18,900,000,000 to less than \$12,000,000,000.

A curious departure from elemental consistency is seen in the attitude of some of these proponents of government ownership. For years they advocated taking a physical inventory of railway properties, claiming that such an appraisal would reveal the presence of excessive capitalization. Senator La Follette of Wisconsin was one of the leaders of this movement, and in 1913 the valuation act which he sponsored was passed by the Congress. It provided how the valuation should be made and required the Interstate Commerce Commission to make it. It expressly stipulated that no account should be taken of capitalization as represented by railway stocks and bonds, at par or market values. The valuation was to be based only upon an inventory of the properties. Advocates of the plan were confounded when the Interstate Commerce Commission announced a tentative valuation which was almost \$2,000,000,000 in excess of the total railway capitalization. Those who formerly argued for a physical valuation changed front. They now declare that the real value of the railroads should be determined from the lowest level reached by their stocks and bonds on the open market. These low levels were reached in 1920 and 1921, when the effects of government control were most sharply reflected in depreciated security values.

The most astonishing thing about this remarkable inconsistency is that sound-minded men permit themselves to be misled by it. A cult which advocates the confiscation of private property is inimical to every basic principle of free government.

The restrictive policy which existed in the years prior to the passage of the Transportation Act, if radically pursued, would force most of the railroads of the country into the condition of the Chicago, Peoria & St. Louis Railroad. The wrecking of our national transportation system could mean only one thing—a total disintegration of the economic fabric of American civilization.

BROTHERHOOD

Begin the morning by saying to thyself, I shall meet this day with the busybody, the ungrateful, arrogant, deceitful, envious, unsocial. All these things happen to them, by reason of their ignorance of what is good and evil. I, who have seen the nature of the good, that it is beautiful, and of the bad, that it is ugly, can neither be injured by any of them—for no one can fix on me what is ugly—nor can I be angry with my neighbor, nor hate him. We are made for co-operation. To act against one another, then, is contrary to nature; and it is acting against one another to be vexed and turn away.—MARCUS AURELIUS.

PUBLIC OPINION

What the



World Thinks

PROMOTING FRIENDLINESS

First one and then another of the big corporations makes the discovery that the best way to circumvent the crooked politician and to silence the lying agitator or blatant demagogue is to make the public its confidant, to give the people the facts about itself and its relation to them and their prosperity. Usually there is nothing to hide, only the habit of reticence or secrecy creates the suspicion that there is. To give an instance in point, we believe that the defeat of the mines license proposal at Helena the other day was due largely to the effect of the campaign of publicity carried on by the Anaconda company last year, which revealed to the people for the first time, in a simple, direct manner, the important part the mines of Butte bear in the production of public revenue. These periodical announcements by both the mining company and the Montana Power Company supplied facts which overwhelmed arguments based on fallacies and suppositions, hatred and falsehood.

But corporation publicity renders its best service in establishing or cementing friendly relations with the public. We always have had the rather odd notion that corporations, like individual men, as a rule do the best they can. The trouble has been that the public in general does not know it and is swayed by street corner oratory, which heretofore has been regarded as beneath the notice of a self-respecting railroad, power or public service company. When that attitude is abandoned, when studied and sustained efforts are made to face every liar with facts, the country will be better off.

Instances of the power of publicity to establish pleasanter relations between the public and its corporate servants multiply. Not so very long ago C. H. Markham, president of the Illinois Central Railroad, decided that the old policy of secretiveness was bad for the transportation business. He went enthusiastically to the other extreme and told the people all along his lines just what the railroad was doing, what its troubles were, how it was endeavoring to overcome them, and what it hoped for in the way of improved service. The other day an expert observer had the opportunity to note the results. He was amazed to find that nowhere in the long and broad valley

of the Mississippi was there to be found a railway patron who was not an Illinois Central fan. It was wonderful, he said, and yet it was simple. Mr. Markham merely had succeeded in showing the people of his territory that their interests and those of the Illinois Central were identical.

Some day in this state it will be realized that the politician who strives to array one class against another, the farmer against the mines, the stockman against the farmer, is an enemy to the community. When that day comes Montana will be a great deal better off.—*Livingston (Mont.) Enterprise.*

THE POSTOFFICE PEN

For years we have drawn lessons on government ownership from telephones, railroads, and street cars, but if we were asked right now to give our strongest, most convincing argument against government ownership we should put ourselves on record by saying:

The postoffice pen!

Did anyone ever see a good pen in a postoffice or a bad one in a bank? And who owns and controls the postoffice? And who owns and controls the bank? We hurl this argument at any advocate of government ownership and we remind him:

"You can't change your postoffice but you can change your bank."

Also that:

"What's everybody's business is nobody's business."

And these two things explain why postoffice pens are bad and bank pens are good and why government ownership is no un-mixed blessing.—*The Nation's Business.*

THE RAILROADS AND SOCIALISM

It is virtually certain that one of the three or four principal subjects which the next Congress will tackle is railway legislation. There will be radical demands for repeal of the Esch-Cummins law and a variety of proposals for amendment of our system of regulation. There may be such balance of forces as will result in no important action's being taken. That may be the best to be hoped for under existing conditions. It would give railway management a chance to adjust itself to the present laws and a chance for the present system to demonstrate its strength and weaknesses.

But if important action is resorted to, the

people of the United States should realize that it will have a very important effect upon their material welfare and may very well prove to be a critical turning point in America's economic and political history. Not since the fight for sound money, that is, in a quarter century, have there been presented to the American people issues more vital, not merely to their material welfare, but to their moral and political character, than are several raised by western radicalism in its attacks upon alleged railway evils and its proposals for their remedy. For example, in the guise of demands for squeezing out "water" and for so-called "deflation of railway capital," is the issue of confiscation.

There is the very greatest need, therefore, that there should take place during the months intervening before the next Congress begins to consider railway legislation a thorough public discussion of issues, interests, and proposals. If there had not been such discussion leading up to the election of 1896 there could have been no such decision as then was given decisively on behalf of the nation's financial integrity. Today in such discussion as we have of railway problems the grossest misstatements are reiterated without adequate challenge, such as the repeated assertion that the Esch-Cummins law guarantees a return of 5% per cent to the railroads. There is needed, then, a clarification of facts, and there is also needed an honest consideration of the principles involved and of the real meaning or inevitable consequences to be expected from the adoption of radical proposals.

For example, it should be pointed out to the public that the radical program can have but one certain conclusion, whether that conclusion be reached soon or in the course of a painful period of deterioration. That conclusion is called by the mild and ingratiating term of nationalization. If private capital is not protected in its essential rights, if regulation in one plausible form or another becomes so multiform and oppressive that private capital ceases to flow into transportation enterprise, if confiscatory measures under one pretense or another are adopted or are even threatened so that private capital is taken or driven away from railway enterprise, the only alternative is what is labeled nationalization or government ownership.

To radicals and self-styled champions of popular interest this consequence is not undesirable and we think in most instances is deliberately aimed at, though not always openly confessed. But to the general public it is not yet clear, and proposals for regu-

lation are considered, if at all, solely according to what is expected from them in the way of immediate benefits. The result of this state of public opinion must be that we shall allow a steady drift toward nationalization, that is, toward a transfer of our function of transportation from private initiative under regulation to political operation under the guise of nationalization.

But we trust nationalization is far from inevitable, and we are confident it will not be accepted if it is given thorough discussion. It will not come if we do not drift into it. It will not come if it is taken out of the cloudy atmosphere of theory, examined in the light of experience, and tested by American principle.

For while it is easy to favor giving anything to the people, what that amounts to in practice is giving it to politicians. Nationalization sounds altruistic and patriotic. If the American public acquaint themselves with nationalization as it exists in other countries the appearance of altruism and the patriotism will fade. What, in plain English, nationalization means is the management and exploitation of transportation by politicians for political ends. Undoubtedly private management has its faults, but at the worst they are easy to bear in comparison with the evils inherent in bureaucracy. If private capital has been selfish and oppressive, the bureaucracy erected in the name of government ownership would make it seem beneficent.

This is not theory. Let any honest doubter go to Europe and study its nationalized railroads, with their army of functionaries and their elaborate system for having three men do what one could do better. Americans complain bitterly of every defect of service by our railroads and of what they declare to be high rates. They would think less of radical physicians if they experienced service according to the standards of a bureaucracy and paid European prices.

Let Americans consider this also, that the heaviest stone that hangs about the neck of European governments to prevent them from raising out of the mire in which the war engulfed them is the curse of socialism, or nationalization of industry. If America allows its enterprise to be taken over as European peoples have, we shall see an end to American prosperity as we have known it in the past. We shall set up a tyrant more oppressive than a Caesar and less vulnerable to our resistance. A king, after all, would have but one neck. Bureaucracy is hydra-headed, anonymous, but omnipresent.

Self-styled progressivism which heads to-

ward socialism offers not progress but retrogression. If the American people have not lost their genius for practical affairs and their love of liberty, they will not be led into bureaucracy, nationalization, socialism, under any name.

This is a real issue in American thought today and it is the more dangerous because it is not immediate, but hides itself away in plausible tendencies, winning advances under cover of passing discontents and misfortunes, superficial indeed in comparison with those which an entrenched bureaucracy would inflict upon us.—*Chicago Tribune*.

ABOUT "WATERED" STOCK

The editor of the *Sioux City (Iowa) Live Stock Record*, writing in a department called "Viewed From the Curb," recently had occasion to defend the railroads against

the common charge of "watering" stock. Some protests he received against the original article called forth another, in which he reaffirmed his original stand and made the following explanation of his own neutrality:

"The editor of the *Record* and writer of the article referred to was born on a stumpy farm. Before he was 15 years old he plowed corn, bound wheat behind the old 'dropper,' pitched sheaves at threshing time—and went from May to December with nothing to wear other than blue drilling pants and a hickory shirt. He has been a live stock market reporter and editor for more than thirty years—and that is one of the best reasons on earth why he does not own either railway or any other bonds."

The original editorial, headed "Water in One Thing and Another," read as follows:

"If all of us humans, both he and she,

Two Views of Government Ownership

MERGERS

A great railway merger will probably go through, uniting the western railroads into four big systems, each with about thirty thousand miles of tracks.

The merger needed is a merger of all the railroads of the country, under ownership of the government, and taken out of politics—the kind of politics that tries to build up individual popularity by squandering the people's money and the other kind of politics that tries to build up private fortunes by exploiting the people's property.

The combination planned in the West will make exploitation of the people more convenient and profitable, eliminating even the pretense of competition. The right kind of merger under government control, considering first public service, second, good pay for employees, and last, profits, would solve the railway problem. That problem has outgrown private management and private pocketbooks. And the private owners privately admit it.—ARTHUR BRISBANE, in the *Chicago Herald and Examiner*.

BAD FOR THE PEOPLE

The plan on foot to consolidate lines of railroad into groups should be most carefully considered before anything definite is done.

We had a taste of unified railway operation during the war. It may have been very good for the railroads, here and there labor was saved, but the public was not served. With competition eliminated there was slack service, poor

delivery, neglect, and we are sorry to say, an exhibition of insolence on the part of many railway employees.

Many of the men realizing they were working for the government got it into their heads that the government was something above the plain people and that the plain people need not be considered.

There are three lines of railroad competing for the Memphis and St. Louis business. There is keen competition out of Memphis for western and southwestern business. There is a choice of four routes to New York. The rates are the same. The excellence can only be had in service.

Under this competition the railroads use more comfortable passenger cars and better sleepers. In the matter of freight it is the constant effort of competing companies to cut down the running time between shipping and delivering points.

There is no obligation on the part of the people of the United States to keep unnecessary roads going. Some roads never should have been built. They have never had a day of usefulness.

The railroads should be turned loose and each one should be required to work out its own salvation. The money that it earns should be its to spend in improvement and dividends. If it cannot earn its way, then it should go to the scrap-heap.

Memphis needs every road that enters this city. All of them are serving territories that need them. There is no reason why any of them should be consolidated with others.—*Memphis (Tenn.) Commercial Appeal*, edited by C. P. J. MOONEY.

would refuse to talk about anything excepting something that we knew how to talk about—well, then, there wouldn't be much said, would there? There's me, for instance; I never built a railroad—fact is, I have mosed along the pike for some few years and have never yet drawn rations from a railroad. But ever since the first old Wabash wood-burners roused the owls and slumbering echoes in the tall timbers of the big swamp country, back in Mr. Harding's state, it has been me figuring that railroads cost some little money—also, that civilization would have been a long time getting out into this western country had it not been for railroads. And, if you did not have civilization, with its folks, and its churches, and its schools, and its eighteenth amendment, also its nineteenth amendment, how much 300-dollar-an-acre land would the stars of tonight be twinkling down upon in this Missouri River country? A few nights ago one of these railway smashers and country savers was snorting around the hotel lobby and wanting to kick seven billion dollars' worth of water out of the railroads of this country. Maybe there is seven billion dollars' worth of water in the railroads, and maybe there isn't. I'll get down on my prayer bones and confess that I don't know whether there is that much water in the railroads or not—but at that, I expect I know as much about it as does the fellow who wanted to kick a hole in the roads and let the water out. And, anyway, that reads to me like a whole lot of water. "Why don't you go out here and kick a few demi-johns of condensed fog out of some other things that seem to be pretty well soaked?" I suggested. When the railroad first came to your town its trains rolled in on wrought-iron rails; it had dinky wooden cars; it had hand couplings; its passenger cars were lighted with tallow candles and were heated with wooden stoves. Today it has steel rails, steel cars, mechanical automatic couplings, electric lights, steam heat—also red plush cushions for you to sink into and loll in luxury while going from one town to another. The railroad is probably worth twice as much as when it was first built. What's your land worth as compared with the day the railroad notified the town that it was coming in, blew its whistle and steamed into the depot? Seems to me, if my memory isn't wandering, land was worth around \$25 to \$50 per acre when the first toot of the steam engine was heard down the track—and it is rated anywhere from four to six times that today; multiplied by four to six while the railroad has been about doubling in value. I don't think any farmer whose land value was quadrupled by the coming of a railroad would want to be told that his increase in value

is nothing but a lot of water. When you got the railroad into your country and town you at once began to get more people. Land became more valuable because there was an increased demand for it and a means of getting the product of land to market; when more people came it made a demand for more land; more people made a demand for more business from the store—and that also made more earning power for the railroad. The printer sold more papers—the printer did not create the demand for more papers; it was the bringing in of more people by the railroads. The land accumulated increased value, so did the railroad, so did the merchant's store, so did the print shop. If the increased land value was unearned increment, then the increased value of the railroad, the store and the print shop was unearned increment. There is no more water in one case than in the others. Fact is, it's me sort o' leaning over to the very excellent student of economics who said, not long since: "There is not and never has been such a thing as watering stock." But, with about every third man prancing up and down the land, snorting out demands for draining the water out of stocks, and the other two-thirds believing that the said third man knows what he is snorting about and for—with this kind of mental condition prevailing, getting anywhere looks to me like an impossible chance, hoping against a chance that is about 99½ per cent water. The more one thinks about water and propaganders, the more dog-goned both of 'em look."

HOPES FOR REVOLUTION

Comrade Lenin, pausing in the strategic retreat he has been conducting from the bolshevik Utopia, discusses the prospects of the world revolution. He regrets that the "masses of the Far East must be educated" before that glorious event can take place, and meantime Russia must adopt an economic policy capable of preventing the imperialistic European states from crushing her.

By that we infer he means that the Red army must be kept up and an economic system adopted which will work regardless of Marx. If capitalistic America continues to feed millions of Russian children and the proletarian czar continues to adopt capitalism, the evangel of communism can be carried to the benighted West and some day perhaps all the world may be enjoying the benefits of the proletarian dictatorship.

Over four years Lenin and his associates have been in charge of a nation of a hundred and fifty millions occupying one of the richest portions of the globe. They have had full sway to erect the perfect state,

they have slaughtered everyone in reach who opposed them, destroyed every vestige of individual liberty, confiscated wealth, imposed forced labor, revived the worst evils of the czarist secret police, paralyzed commerce, and discouraged production by confiscation until one of the greatest famines in history was brought about in a land once the great granary of Europe.

This is the achievement of the glorious revolution, according to Marx, for which Lenin asks the workers of the world to strive. When we all get that revolution we shall have no capitalists to feed the liberated proletarians, no bourgeois engineers to run the railroads or direct the factories. The dictatorship of the proletariat will arrange all that, as it has done for four years in Russia, and those who don't like

it will be convinced with a machine gun. The world will be all proletarian, and the proletarians will be happy though hungry, as long as they hold out. There will be equality at last, for everyone will be equally wretched (except the dictatorship and the army), and there will be complete freedom of thought and speech, because anyone who does not think according to Marx will be eliminated from this glorious proletarian world.

Lenin, though recognizing that the masses must be educated to appreciate the charms of bolshevik management, is hopeful. Workers unite, and you may yet enjoy the blessings showered upon the Russians for four years by the dictatorship of the proletariat.—*Chicago Tribune*.

Finds Life Pleasant on the Coast of Florida

C. D. Cary, Illinois division claim agent, has been spending a leave of absence in Florida and vicinity. He has been cheering up his friends in the wintry North by writing back like this:

Let me tell you briefly of one wonderful trip. Man here from Massachusetts has a private cruiser named "Trump." She is a handsome creation in boat building—speed-way engine and cabins that are luxuriously appointed. I sort of got acquainted with him. One day last week he invited me to go with him down among the Keys for a few days' fishing.

Me with a millionaire! Ye gods! Did he leave anything undone? Not anything that was visible with the naked eye. He has a captain on this cruiser whom he pays \$6,000 a year just to have the boat ready and up to date the moment he wants to go. The captain told me that last year he lay around here all season, and his master never came down at all; but this winter he is here, and the time is being well utilized.

This cruiser cost \$28,000. It has a mahogany interior, beautiful upholstery and drapes and can make twenty-one knots—and that is stepping along. Every nook is utilized in a most artistic manner.

We drifted down to Long Key, some ninety-five miles south, where we put in and slept on board that night. Next morning we went out on the shoals, some ten to eighteen miles, and landed some king fish and Spanish mackerel. That night we went out on some long reefs. The captain set out some nets, and then we got in front of them and made considerable fuss with a small boat and paddles. This caused

about seventy-five ocean crawfish to back up and back into the nets, so that we could pull them all on board at one haul. They are large, spiny creatures with stalked eyes, no great crushers like the sea lobsters but fully as large. My friend was very fond of them, but I'd sooner have ham. I never saw so many creeping, crawling, horny things in my life as when we pulled up that net.

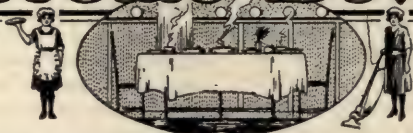
We then drifted down to Big Pine Key, Knight's Key and other little coves and inlets along the coast that were formerly the refuge and asylum of old pirates of the days of treasure trove, pieces of eight and the old buccaneers who made the Spanish Main a thing of horror and disaster. This wonderful craft would respond to every touch of her master, and he was a jolly and splendid host—just one of us folks; when working he makes silk, but when fishing he just fishes.

The captain spied an object off port about three points one afternoon as we lay off Saddle Bunch. It was so close to the boat we could almost reach it with our oar. He quickly grabbed the harpoon and sank it deep into the side of the monster. In about thirty minutes we had a good 400-pound porpoise on board. Porpoises are of no value. We kept this one over night and laid him to rest in his natural element the following morning.

After a cruise of three days and nights among the Keys, the interesting and wayside places one cannot see or know unless overtaken by good fortune such as came to me, we put back up along the reefs and little islands of the south coast and landed at the dock, after one of the eventful experiences of my life.

The Home Division

Edited by



Nan Carter

Smart Sayings of Our Babies

Our readers are requested to send in the smart sayings of our babies so that we may print them.

In the apartment house with little Elsie's parents lived two young ladies who, every time they made sandwiches or candy, delighted the little girl with a sample. One day the girls made some pimento sandwiches and as usual called Elsie and gave her one. Running to her mother, she exclaimed, "Oh, mother, look, I have an egg sandwich!" Eagerly she bit into the sandwich, then with an excruciating expression on her face, turned to her mother with this: "Angels, mother, it's rotten eggs!"—KATHLEEN HADAWAY, *Mississippi division editor, Water Valley, Miss.*

When my 3-year-old cousin from Arizona visited me last summer, one of the features of the visit was a trip to Chicago. While there, we took the family over to see the lake. Little Mickey's only experience with water had been in the bath tub and in irrigation ditches around his arid home in Arizona. When he saw Lake Michigan's vast expanse, he was awed into complete silence for several minutes. Then he looked at his uncle with great seriousness and said: "Uncle Earl, I'd like to know who dug that big a hole!"—FLORENCE MCSHANE, *Indiana division editor, Mattoon, Ill.*

Roger, 3 years old, was crying bitterly, having been severely lectured and whipped by his mother for bad behavior. His aunt, finding him crying, exclaimed, "Why, what a bad boy you are, Roger!", to which he replied, "Aunt Hetty, I asked God to make me a good boy, but he didn't."—J. MILTON MAY, *New Orleans terminal editor, New Orleans, La.*

A little girl recently entered a toy store with a 5-cent piece. She spent much time looking over the toys, taking up the attention of the clerk, apparently unable to select anything, although several good suggestions were made by the salesman.

Finally, his patience being exhausted, he said: "You must want the earth with a little red fence around it, all for a nickel."

"Let me see it," returned the young shop-

per promptly.—S. F. LYNCH, *New Orleans division, Vicksburg, Miss.*

Tested Recipes

RHUBARB PIE.—Select young and tender stalks of rhubarb and cut into small pieces without peeling. Use about three-quarters of a pound of sugar to one pound of rhubarb, mixing some cornstarch with the sugar to retain the juice. Flavor with a little grated orange or lemon peel. Pour this into the bottom crust. Roll out top pie crust and cut into half-inch strips. Wet edge of bottom paste and put strips over pie in lattice shape. A strip may also be put around the edge, if desired.

MACAROON PUDDING.—Line a pan with 1½ dozen macaroons (almond). Heat 1 pint milk. Mix 1½ cups granulated sugar

OUR BABIES

No. 1 is Romaine Jacob, 2 years old, son of F. S. Buzzetti, second trick operator, Ackley, Iowa.

No. 2 shows Marion, 3 years old, and W. A., Jr., 6 years old, children of Conductor W. A. King, New Orleans division, Natchez, Miss.

No. 3 is Bob, 18 months old, son of R. L. Guensler, chief clerk to superintendent, Dubuque, Iowa.

No. 4 is Milton J., 6 months old, son of Joseph E. Reis, assistant cashier, agent's office, Evansville, Ind.

No. 5 is Kermeth M., 1 year 9 months old, son of Truckee Orehn H. Bass, Storm Lake, Iowa.

No. 6 is Eugene, Jr., 17 months old, son of Section Foreman Eugene Whittington, Stovall, Miss.

No. 7 shows Engineer A. C. Stone of the St. Louis division, running between Centralia and Mounds, Ill., and Edward John, 9 months old, his grandson. Engineer Stone hopes to make an engineer of this sturdy boy.

No. 8 is Roderick L., 4 years old, son of S. E. Francis, assistant accountant, freight office, Clarksdale, Miss.

No. 9 is Karl W., 5 months old, son of W. F. Timms, car inspector, Wallace yard, Freeport, Ill.

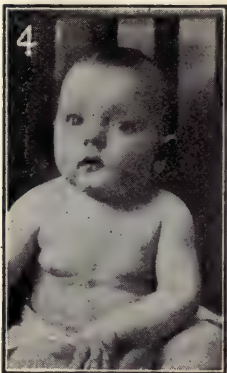
No. 10 is Frank, Jr., 5 years old, son of I. F. Tullis, accountant, McComb, Miss.

No. 11 is David Anthony, Jr., 2 years 10 months old, son of D. A. Brown, boilermaker, Jackson, Tenn.

No. 12 is George Edward, Jr., 8 years old, son of G. E. Walkup, clerk, office of operating vice-president, Chicago.

No. 13 shows the six children of J. W. Schroeder, interchange clerk, Baton Rouge, La. Top row, left to right: Charles, 11; John, 9; Chris, 6. Bottom row: Garnet, 5; Shelby, 16 months, and Alvin, 3 years.

No. 14 is Robert B., 11 months old, son of H. O. Price, assistant timekeeper, Freeport, Ill., shops.



with beaten yolks of 3 eggs and contents of 1 envelope of acidulated gelatine (dissolved in a little cold water); add to milk and cook until it starts to boil (stirring constantly if double-boiler is not used). Remove from fire and fold in the beaten whites of the eggs. Pour this over the macaroons and put in a cool place to set. Cut in squares and serve with whipped cream.—**FLORENCE MCSHANE**, *Indiana division editor, Mattoon, Ill.*

GRAHAM CRACKER CAKE.—Cream $\frac{3}{4}$ cup sugar with scant $\frac{1}{2}$ cup of butter; add 2 whole eggs (beaten). Roll 24 graham or oatmeal crackers and sift through flour sifter with $\frac{1}{2}$ cup flour and 2 heaping teaspoonfuls of baking powder. Add the sifted ingredients alternately with 1 cup of milk. Bake for twenty minutes in moderate oven.

Frosting: Cream $\frac{1}{4}$ pound sweet butter with 2 cups confectioner's sugar, add 1 beaten egg, 1 square bitter chocolate (melted), and 3 teaspoonfuls vanilla.—**MRS. H. M. SIDLER**, *wife of contract secretary, chief engineer's office, Chicago.*

SALAD DRESSING.—Beat thoroughly 2 eggs, add $\frac{1}{2}$ cup sugar, $\frac{1}{4}$ cup vinegar, 1 tablespoon butter, $\frac{1}{4}$ teaspoon dry mustard, and $\frac{1}{4}$ teaspoon salt. Cook until thick. When cool, add $\frac{1}{2}$ cup cream, $\frac{1}{2}$ cup chili sauce, and 1 small onion, 1 green pepper, and 1 pimento, chopped fine.—**MRS. A. V. DOWNING**, *wife of valuation accountant, Fort Dodge, Iowa.*

DRIED FRUIT.—Wash dried fruit in warm water; cover with cold water and soak overnight. To one pound prunes add $\frac{3}{4}$ cup corn syrup and $\frac{1}{4}$ lemon, chopped fine. Let simmer gently for two hours.

To one-half pound apricots and one-half pound peaches, add 1 cup corn syrup and let simmer for 1 $\frac{1}{4}$ hours.

To one pound pears add 1 cup corn syrup and let simmer for 2 hours.

Fruit cooked in this manner will retain all the natural delicious flavors.—**MRS. J. F. WILLIAMS**, *stenographer to chief clerk, Tennessee division, Fulton, Ky.*

GOLDEN DRESSING FOR FRUIT SALADS.— $\frac{1}{4}$ cup each of pineapple, lemon and orange juice, $\frac{1}{2}$ cup sugar, small pinch salt, 2 eggs. Heat fruit juices together with sugar and salt, pour over the eggs which have previously been well beaten, and cook until thick, stirring constantly until done.—**M. HARRIS**, *Decatur freight office, Springfield division.*

PEAR SALAD.—Place half pears on lettuce leaves and serve with following dressing: Make dressing using yolk of 1 egg and about 1 cup of salad oil, salt and lemon to taste. To this add grated cheese, very finely chopped almonds and a small quantity of pimento. Pineapple may be substituted for pears, if desired.—**MATTIE WATTS**, *clerk to supervisor, Grand Junction, Tenn.*

MACAROONS.—Whites of 4 eggs, 1 cup sugar, pinch salt, vanilla, $\frac{3}{4}$ cup each of chopped nuts and chopped dates. Add the sale to the 4 egg whites and whip until dry and stiff, then fold in the sugar, vanilla, nuts and dates. Drop on buttered pans and bake in slow oven for 30 minutes.—**LENNA LIGHTCAP**, *stenographer to chief clerk, superintendent's office, Dubuque, Iowa.*

Graciousness

There is one virtue which no man or woman in the business world should neglect to cultivate. It is graciousness. A service rendered with graciousness is magnified to the person served until it seems—as indeed it is—a far greater service. Graciousness isn't toadyism; it isn't a fawning upon superiors and condescending to inferiors. The true graciousness is not an assumed

OUR BABIES

No. 15 is Beanita, 2 years old, daughter of William Gabbert, machinist, Indianapolis, Ind.

No. 16 shows Donald, 7 years old; Richard, 5; Charlotte, 3 $\frac{1}{2}$, and Marion, 1 $\frac{1}{2}$, children of Engineer F. E. Wing, Cedar Rapids, Iowa.

No. 17 is Betty Lou, 2 years old, daughter of F. D. Eller, foreman, mechanical department, Centralia, Ill.

No. 18 is Virginia Lee, 5 years old, daughter of Conductor A. T. West, East St. Louis, Ill.

No. 19 is Barbara, 4 years old, daughter of John Deutschman, car repair department, Harahan, La.

No. 20 is Mary Frances, 2 years old, daughter of Conductor W. P. Robertson, Louisiana division.

No. 21 shows Agent E. J. Doll, Onawa, Iowa, and his 10 weeks old daughter, Carolyn.

No. 22 is Jane Barton, 2 years old, daughter of Car Inspector J. H. Ragsdale, Martin, Tenn.

No. 23 is Gertrude Irene, 8 months 18 days old, daughter of Frank Kline, blacksmith helper, Wisconsin division.

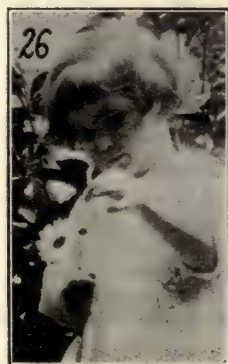
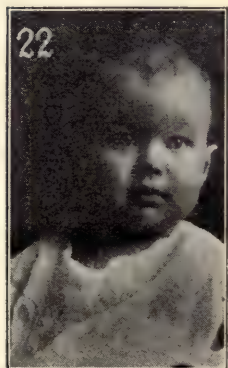
No. 24 is Dorris Eileen, 8 months old, daughter of C. M. Cohan, draftsman, office of engineer of buildings, Chicago.

No. 25 is Delores June, 10 months old, daughter of H. L. Crowell, apprentice instructor, Waterloo, Iowa, shops.

No. 26 is Mary Belle, 2 years 7 months old, daughter of C. H. Masterson, city freight agent, Indianapolis, Ind.

No. 27 shows Andrew, 2 $\frac{1}{2}$ years old; Elinor, 1 year, and George, Jr., 4 years, children of George Strauss, chief clerk to superintendent, Champaign, Ill.

No. 28 is Carolyn, 2 months old, daughter of Trainmaster J. J. Hill, Tennessee division.



thing, put on and laid off like a garment. It is a trait of character, which grows as it is cultivated. It is courtesy, kindness, helpfulness, understanding. Be gracious, always—because it is an attribute of the gentleman and gentlewoman everywhere. And if that is not reason enough, then be gracious because it pays.—E. M. STATLER.

Merry Meals Mean Much

Meal time, parents and children can be an interesting combination, but they will not be, unless especially prepared for by the mother. Why not make it one of the pleasantest times of the day and teach the children to take their part in the conversation with sense and dignity?

This can be done best by making it the time to tell the pleasant things that each one has seen, heard, done or read. Enforce a rule that nothing disagreeable shall be talked over at meals. This is not good for digestion, we are told. No gossip, mention of horrible affairs or cross word should be allowed at the table.

Even little children can learn to talk about the picture they liked, the funny story the teacher told, the dog that wagged his tail at them on the way home and any little detail of cheery, happy days. Daddy could tell of the people he met, of anything he saw, made, or did in an unusual way,

and relate stories of "when I was a boy." Mother could tell about the people who had telephoned or had been to the door, the book she had read or heard about, and stories of when grandma was a girl.

In the morning, the occasion should be a merry one. Everybody would feel better and brighter if everybody learned to be the right kind of table talker. It is never too early to begin with the children. Even a baby will react to smiles or frowns, and good cheerful talk breeds kind, thoughtful deeds.—LYDIA LION ROBERTS.

FIRE A CALAMITY

A home fire is a calamity. It means personal danger and the loss of priceless articles while in progress and homelessness afterwards. Fourteen per cent of dwelling fires are from defective or unclean flues. Rubber or flexible metallic tubing as gas connections is hazardous. Repeated warnings have been given against the use of gasoline in the home. All cleaning with gasoline should be done by establishments in business for that purpose. Electric irons cause many electrical fires; 15 per cent of electrical fires are caused by flexible cords used as extensions; unauthorized changes of wiring by amateurs and the bridging of fuses are prolific causes of fires.—*Fire Prevention Bulletin*.

Our Monthly Roll of Honor

Below is a list of employees retired at the meeting of the Board of Pensions February 27:

Name	Occupation	Years of Service	Date of Retirement
James M. Shires.....	Crossing Flagman, Jackson, Tenn.....	21	9/30/22
Tolbert L. Tucker.....	Switchman, Canton, Miss.....	23	10/31/22
William Vaughn.....	Oilhouse Man, McComb, Miss., Storehouse....	21	10/31/22
William B. Stacey.....	Machinist, Paducah, Ky.....	25	10/31/22
Anthony Carr.....	Machinist's Helper, Water Valley, Miss.....	22	11/30/22
John Springenberg.....	Toolroom Man, 27th St., Chicago.....	41	11/30/22
John Morrow.....	Conductor, Illinois Division.....	19	11/30/22
Michael Coughlin.....	Blacksmith Helper, Burnside Shops.....	27	12/31/22
William Pitlock.....	Truckman, Burnside Shops.....	30	12/31/22
Bruno De Sutter.....	Supplyman, Randolph St., Chicago.....	33	2/28/23
William E. Rosenbaum.....	Traveling Engineer, Illinois Division.....	41	2/28/23
August Gustafson.....	Water Works Foreman, Iowa Division.....	35	2/28/23
Bill Brown.....	Brakeman, Tennessee Division.....	24	2/28/23
Louis Lang.....	Laborer, McComb, Miss., Storehouse.....	28	2/28/23

The following deaths of pensioners were reported:

Name	Occupation	Date of Death	Term as Pensioner
Julia Cuming.....	Telegraph Operator, Louisiana Division.....	1/28/23	2 years
John W. Mayes.....	Conductor, Louisiana Division.....	1/29/23	3 years
John McCann.....	Section Foreman, Springfield Division.....	2/ 7/23	15 years
Wencil D. Melsa.....	Hostler, Minnesota Division.....	2/20/23	1 year
William B. Smith.....	Section Foreman, Indiana Division.....	12/22/22	8 years
John O'Connor.....	Track Walker, Chicago Terminal.....	2/ 5/23	3 years
Joseph S. Bradbury.....	Stationary Engineer, Indiana Division.....	2/14/23	4 months

HOUSE PLANS FOR OUR READERS

Concrete

The Chilworth, No. 6201 (Russell Barr Williamson, architect, Milwaukee), is an economical house for the man of moderate means.

This simple design makes an attractive, practical home. From the small entrance hall, one enters a spacious living room, with a comfortable dining room at the rear of the house. Three sets of French doors to the porch in the side wall of the dining room and living room give the effect of one large room, although the rooms are separated by the projecting fireplace.

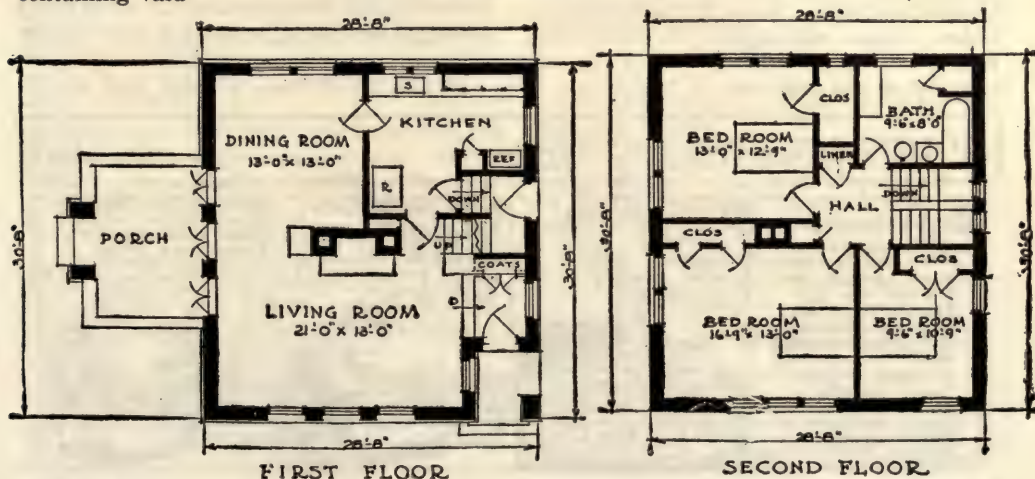
The total width, slightly less than forty feet, requires a lot fifty feet wide. The house might be readily used on a narrower lot, if the porch is placed on the front or rear.

This design is an example of twenty-five plans appearing in an elaborate plan book published by the Portland Cement Association, 111 West Washington Street, Chicago. The plan book can be obtained from the editor for 50 cents a copy. A smaller booklet, called "Portland Cement Stucco," containing valu-

able data on that subject, including photographs of many attractive stucco houses, but not including plans, can be obtained free from the editor of the *Illinois Central Magazine*.

THE NEED TO PREVENT FIRES

Every man whose carelessness causes a fire makes every other man poorer. Every factory that burns makes jobs harder to get. Every house that burns helps raise rents. We are burning more factories and houses in America than we are building. What's the answer?—FRANKLIN H. WENTWORTH, *Secretary of the National Fire Protection Association*.



For Buddy and Sis

Tennessee Towns

The following groups of words represent stations on our line in Tennessee. See how many you can guess correctly. The correct answers will appear in the May issue.

1. A material used in building and a railway car for carrying cattle.
2. A form of protection used at crossings.
3. The name of a straw used in making Easter bonnets.
4. A standard of weight.
5. An amphibious animal and one of a mixed race of Morocco.
6. A distinguished Confederate general and a collection of trees.
7. The author of the dispatch, "We have met the enemy and they are ours."
8. To deface and a kind of kitchenware.
9. An ancient capital of Egypt.
10. A carnivorous animal found in the jungles and the side of a coin opposite to the head.
11. To be unemployed and the opposite of civilized.
12. A place of worship and 2,000 pounds.
13. Something that is not old and to injure by fire.
14. A color worn on St. Patrick's day and land inclosed for pasture.

THE STORY OF BUSTER

By JOHN PRICE,

Supervisor of Signals, Kentucky Division

This is the story of Buster. Buster is just an ordinary Scotch terrier, but his heart is as big and his loyalty as great as if his pedigree contained a long list of blue-blooded ancestors. Buster's master is E. F. Oates, signal maintainer at Nortonville, Ky., located in Hopkins County, at the crossing of the Louisville & Nashville.

There is no stock law in Hopkins County or in the town of Nortonville, and as a consequence the livestock of this thriving mining town is permitted to roam at will upon the public thoroughfares and upon the railway right-of-way. That is, the stock would roam upon the right-of-way if it were not for the eternal vigilance of Buster. Buster's loyalty to his master urges him to see that the company for which his master works does not kill livestock, and it is therefore his self-appointed task to see that stock does not venture upon the tracks and station grounds.

All day long Buster reposes upon the station platform with a wary eye open to windward. When he sights an over-venturesome cow or hog headed toward the tracks, he is galvanized into action immediately and snaps and barks at the heels of the animal until it has retreated a safe distance away. He is very careful, however, not to bite the animals; he merely intends to frighten them away from the danger they are courting by walking on the tracks.

As a result of his efforts, it is a rare occasion that the company has to pay any damages for livestock killed in the vicinity of the station grounds at Nortonville.

During all of the six years that he has



E. F. Oates, Jr., 5 years old, son of Mr. and Mrs. E. F. Oates. Mr. Oates is signal maintainer at Nortonville, Ky. With Junior Oates is his dog, Buster.

BUDDY—This Will Be Settled Soon

By SAID



been at Nortonville, Buster has never failed in his task, except upon one occasion. That was when his master went to visit his old friend, the late C. E. Tracy, former supervisor of signals on the Iowa division. Buster was left in the care of some neighbors, but after the first day he missed his master and started out to hunt for him. He visited all the old familiar places and, not finding him, returned to his own home, where he lay down in front of the door to await his return.

Mr. Oates was gone ten days, and during that time Buster never moved from his waiting place. He even refused food, and if Mr. Oates had not returned when he did there is no doubt that Buster would have died. When his master returned, Buster's joy was unbounded, and he feebly wagged his tail. In a few days he was well enough to return to his position as self-appointed guardian of the right-of-way, and there he has remained ever since.

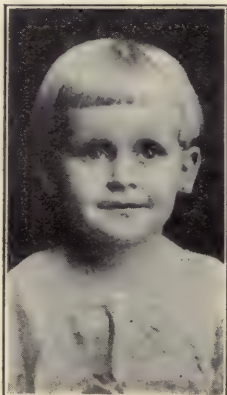
Juanita Has a Good Memory

Juanita Crunk, 3-year-old daughter of Mr. and Mrs. J. J. Crunk of Morgantown, Ind., can repeat the names of the books of the Bible, from Genesis to Revelations, and recite the Lord's Prayer, the Twenty-third Psalm, and dozens of songs and recitations. She is the youngest member of her class in the Morgantown Baptist Sunday School, and when she attends church she sings in the choir.

Juanita's father is waterworks repairman on the Indiana division. Both her father and mother take pleasure in teaching her, and they are tremendously pleased with her splendid memory.

Such a remarkable memory in a little tot is so unusual that recently Juanita's picture appeared on the very front page of the *Indianapolis Times*, crowding over to the inside pages important news of world events. "She is a blonde, red-cheeked tot and lisps her recitations in a sweet treble," said the accompanying story.

The Crunks have one other child, Ronald, 12 years old. His 3-year-old sister is teaching him to repeat the names of the books of the Bible.



Juanita Crunk

About Naming Buddy's Dog

DEAR BOYS AND GIRLS:

Here are some more suggestions for a name for Buddy's dog. Buddy is anxious to get the dog named, so he has set April 15 as the "deadline" for your suggestions. The "deadline" means that letters received after April 15 will be too late. So let us hear from you promptly. The prize winner will be announced in the May issue.

Lovingly,

AUNT NANCIE.

Nathan Stein, living at the West Side Y. M. C. A., Chicago, age 17, suggests "Nero." J. B. McRae, Cedars, Miss., age 4, suggests "Ku Klux" or "Dinkid." Louis James May, 205 Telemachus Street, New Orleans, La., age 10, suggests "Beans." Marion May, 205 Telemachus Street, New Orleans, La., age 8, suggests "Rags." Orpha Fogerty, 8023 St. Lawrence Avenue, Chicago, age 8, suggests "Copper." William O. Langer, 2439 Lexington Street, Chicago, age 8, suggests "General."

Letters From Our Boys and Girls

Box 223, Palestine, Ill., March 11, 1923.

DEAR AUNT NANCIE:

I am a girl 13 years old. My father is an engineer. His name is William Albert Bayless.

I am going to help Buddy name his dog. I think "Rover," "Fritz," "Trixie," "Sport," "Rip" and "Fido" are good. Please write back and tell me if Buddy likes the names I suggest or not. Write soon.

With love,

NELLIE BAYLESS.

Washington, Ind., March 15, 1923.

DEAR AUNT NANCIE:

I am a 10-year-old boy of Washington, Ind. I am trying to help you and Buddy get the dog's name. "Rover," "Spot," "Red," "Fritz" and "Raven" I think would be good names.

ROBERT STEVENS.

P. S.—My address is 511 E. Hebron Street. My dad is the superintendent of the B & O. Railroad.

7337 Vernon Avenue, Chicago, March 14, 1923.

DEAR AUNT NANCIE:

I think the name of "Pal" is a very good name, like Skeezix' dog's name.

Yours truly,

MARGUERITE FARLEY, 8 years old.

330 Gordon Street, Jackson, Tenn., March 10, 1923.

DEAR AUNT NANCIE:

I am a little girl ten years old and live in Jackson, Tenn. My daddy is a conductor between Jackson, Tenn., and Water Valley, Miss.

I would suggest that Buddy name his dog "Radio" because he broadcasts at night.

With love,

REBECCA FRANCES BRASHER, daughter of B. B. Brasher, conductor, Jackson district, Mississippi division.

Central City, Ky., Box 74, March 16, 1923.

AUNT NANCIE:

You asked in the *Illinois Central Magazine* to name Mr. Said's new dog. I have selected a few names which are the following: "Fido," "Waggles," "Topsy," "Rags," "Rover," "Prince," "Sport," "Spot," "Trixie," "Shep," "Muggins," "Tige," "Alec Treble,"

"Strong Heart," "Bonnie Bell," "Queen," "Don," "Buster," "Dan," "Shrimp," "Jack," "Curley," "Jet," "Tabb," and "Freedom," and "Bob."

MARY LOUISE ANDERSON.

882 Mount Loretta Avenue, Dubuque, Iowa, March 18, 1923.

AUNT NANCIE:

In answer to your request for Buddy's dog, here are a few names: "Nancie Hanks," "Flip," "Pep," "Prince."

MARY K. HOFFMAN, age 11.

Urbana, Ill., March 6, 1923.

DEAR AUNT NANCIE:

I am a little girl 11 years old. I am going to try to give Buddy's dog a name. I selected "Sport," "Kaiser," "Towser" and "Barcus." If you want to write to me, address the letter to 708 West Church Street, Urbana, Ill.

With love,

LUCILE MILLS.

807 West 7th St., Hopkinsville, Ky.

DEAR AUNT NANCIE:

As Buddy and his little dog are great companions,

I have selected "Bobby" as a name for the little dog, so they can be called "Bobby and Buddy," and also as the dog has a bobbed tail.

My father is an operator and ticket agent at the Illinois Central depot. I am 10 years of age. Please write to me in a few days and tell me if the name is all right.

Yours,

MARTHA LE GATE.

Lerna, Ill., February 23, 1923.

DEAR AUNT NANCIE:

I am a little girl 7 years old and I am in the second grade. I like to go to school so I can read, sing, write and play games. We have swings and seesaws to play with at recess. On Saturday I like to go up to the depot. I think it is fun to write on the typewriter and sit at the window and watch the trains come and go. After school I like to go play with my playmates. We play school and play with our dolls. My doll has a sweater and cap. Her name is Dolly Dimple and she can go to sleep.

My papa's name is Mr. B. B. Knight and he is the Illinois Central agent.

Your little friend,

DOROTHY KNIGHT.

He Is a Staunch Advocate of Home Owning



Above is a picture of the residence of James L. Puig, inspector of stations and transfers, in Edgewood Park, a beautiful suburb of New Orleans. Although operating out of Chicago under the jurisdiction of C. G. Richmond, superintendent of station and transfers, Mr. Puig makes his home in New Orleans.

Entering the service of the Illinois Central on September 29, 1911, as notice clerk, local freight office, New Orleans, Mr. Puig held that position until 1914, when he was transferred to be tally checker, claim department. He held various positions in the claim department, finally being promoted to chief O. S. & D. clerk. It was while acting in this capacity that he gained the thorough knowledge of the handling of over and short freight which has proved so valuable in his present position as inspector.

In October, 1916, he was advanced to chief export clerk, a position he held until September, 1917, when he resigned to accept employment as clerk with J. L. East, then agent of the loss and damage bureau, Chicago. This position he occupied until October, 1918, when he was appointed agent of freight service, a position now known as inspector of stations and transfers.

Mr. Puig is another firm advocate of the slogan, "Own your own home." This axiom he carried into effect by building his own shortly after entering the service of the Illinois Central. He is decidedly a home man. Whenever the opportunity presents itself and his duties carry him in the vicinity of New Orleans, you will find him safely ensconced at the family fireside. He is the happy father of three children, and his interest centers around his family.



That Mardi Gras in New Orleans is a time of frolic and merrymaking is shown by the accompanying pictures of the children of some of our employes in their 1923 costumes.

No. 1 is Anita May, 7 years old, granddaughter of George A. Dougall, machinist, Government yard roundhouse, New Orleans, dressed as a "Hula" girl.

No. 2 shows a group of wild Indians and speedy cowboys, among whom are included the two sons of J. A. Mouton, embargo clerk, local office.

No. 3 shows Hazel, 9 years old, and Albert Leo, 4 years old, daughter and son of Albert Hopkins, engine inspector, locomotive department, New Orleans, as a geisha girl and a Yama.

No. 4 shows Joseph George, Jr., 4 years old, son of J. G. Tregle, bill clerk, local office, New Orleans, and his cousin, Dorothy Mayer, also 4, representing a policeman and an old-fashioned girl.

No. 5 shows James, son of J. L. Puig, inspector of station and transfers, as King Capdau, and his little schoolmate, Thelma Rainey, as Queen, in a school pageant staged by the pupils of Capdau public school, Edgewood Park, New Orleans.

No. 6 is Leah Cohen, 11 years old, cousin of Leon H. Marks, No. 9, as an old-fashioned girl.

No. 7 is Richard, 5 years old, son of Charles Barnes, team track clerk, Poydras yard, New Orleans, dressed as a Yama.

No. 8 is Helen Philebar, 2 years old, niece of Gustave Schilling, roundhouse foreman, New Orleans, in carnival costume.

No. 9 is Leon H., 8 years old, son of Seymour Marks, statistician, accounting department, local office, New Orleans, representing a mandarin. Leon wore this costume at the Purim Ball given by the Young Men's Hebrew Association on March 3 and succeeded in winning second prize for costume.

No. 10 is Rosemary Josephine, 15 months old, daughter of Joseph Werling, receiving clerk, out-bound warehouse, New Orleans, as a valentine.

No. 11 is Lauretania Barnes, 4 years old, sister of No. 7 above, dressed as a Yama.

Sports Over the System

Illinois Central League Suggested

"While Jack Frost is registering his last, if vigorous, kicks, we believe that the time has arrived when all who are interested in forming a baseball league should get together, so that the season of 1923 will be the most satisfactory and successful ever entered upon by the baseball enthusiasts of the Illinois Central System," writes a correspondent. "With no end of excellent material, as far as players are concerned, there remains but the efforts of those interested in the promotion of the great American game to formulate plans whereby properly equipped teams may engage in a regular schedule of games on specified dates. Those interested will please communicate with E. A. McCarthy, 63d Street General Offices, telephone Dorchester 4200, Local 29."

Baseball Prospects at New Orleans

The Commercial Baseball League of New Orleans, which operated so successfully last season, was reorganized for the season of 1923 at a meeting held February 1 at the office of the United Fruit Company. Application for admittance was presented by practically all of the large commercial houses of New Orleans. The organizers, however, with the object of making the league as representative as possible of the commercial interests, decided to admit only four teams, each to be composed of *bona fide* employes representing the four largest corporations in the city. The Illinois Central System was chosen as the most representative of the railway interests of New Orleans. Its team, with the Standard Oil Company, United Fruit Company and Dock Board teams, will compose the Commercial Baseball League.

The league was formally launched on February 21, the following officers being chosen: D. C. McLeese, president, United Fruit Company; J. P. Booth, vice-president, Standard Oil Company; O. E. Jahncke, secretary, United Fruit Company; J. Milton May, treasurer, Illinois Central System. The board of directors, composed of managers of the respective teams, includes A. Moos of the Standard Oil Company, Charles Barnes of the Illinois Central System, T. R. Spedden of the Dock Board and W. A. Eckert of the United Fruit Company. The season was officially opened on Satur-

day, March 31, at Bissant Park, the Illinois Centrals meeting the Standard Oils in the opener. A schedule of fifteen games has been mapped out to be played by each team.

The Illinois Centrals made active preparations to be in condition for the opening of the season. Manager Barnes had his candidates for the team out for extensive practice for several Saturdays. The team to carry the laurels of the Illinois Central through the season will be picked from the following candidates: L. Mohren, F. Churchill, C. Barnes, S. Natal, C. Eble, A. Jorda, A. Kitto, B. Berckes, George Dell, Tom Caldwell, Peter Martin, Ivor Throunk, L. Murray, H. Blackwell, Bob Sutherland.

To Play in League at Chicago

With the baseball season only a few weeks off, the All Star ball team of the Chicago General Offices is well under way for a most promising season. The All Star team will be composed of players who can make good and who can keep up their performance, the players to be selected from the General Offices both at 12th Street and at 63d Street. The All Stars will play in the Chicago Railroad Baseball League, composed of teams representing the general offices of ten transportation companies in Chicago. The season will open Saturday, May 12, and close Saturday, September 8. Any player who desires an opportunity to sign up with this club should communicate with A. H. Coates, secretary *pro tem*, 700 Central Station, Chicago. The tentative schedule of the league follows, each team to have a home diamond, yet to be chosen:

Date	Visiting Team	At
May 12	I. C.	C. & N. W.
May 19	A. T. & S. F.	I. C.
May 26	C. B. & Q.	I. C.
June 2	I. C.	Pullman Co.
June 9	I. C.	Am. Ry. Exp.
June 16	I. C.	Pac. Fruit Exp.
June 23	P. R. R.	I. C.
June 30	I. C.	Erie
July 7	B. & O. C. T.	I. C.
July 14	C. & N. W.	I. C.
July 21	I. C.	A. T. & S. F.
July 28	I. C.	C. B. & Q.
August 4	Pullman Co.	I. C.
August 11	Am. Ry. Exp.	I. C.
August 18	Pac. Fruit Exp.	I. C.
August 25	I. C.	P. R. R.
September 1	Erie	I. C.
September 8	I. C.	B. & O. C. T.

Indoor Baseball at New Orleans

A meeting of representatives of teams composing the Commercial Basketball League was held Thursday, March 1, at the sporting goods firm of Stickney and Williams at New Orleans to consider the advisability of forming a Commercial Indoor Baseball League. In view of the success attained by the basketball league, from both a financial and basketball standpoint, the proposal of an indoor baseball league was received with a great deal of enthusiasm. No definite action was taken, tentative plans being discussed for consideration at a meeting to be held at some future date, when the league will be formally organized.

From the present outlook, it is probable that the Illinois Central will enter a team in this league, as there is an abundance of indoor baseball material in and about the New Orleans terminal. The local office boasts of "Bizzy" Berckes of basketball and baseball fame, who holds the reputation of being one of the best indoor pitchers seen in these parts for the last five years. He will be ably supported by A. Oustalet and J. A. Mouton.

The following have signified their intention of playing and have announced as candidates for the team: B. Berckes, A. Oustalet, J. A. Mouton, H. W. Wilmoth, J. H. Smith, L. Pic, L. Mohren, C. Eble, Dan Voble, A. Kitto, Tom Caldwell, I. Throunk, J. Eichorn, B. Rucker, A. Walsdorf, W. Stumpf.

Baseball Stars From Water Valley

Water Valley shop and immediate vicinity can boast of four young men who have made good on the baseball diamond. All four have pitched for Water Valley in their early days of baseball.

"Little" Joe Edwards, born at Paris, Miss., is a pitcher—southpaw—now with the Cleveland Indians. Edwards is 6 feet 4 inches in height and weighs 190 pounds. He pitched for Mississippi College, Clinton, Miss., and played with a few semi-pro teams before joining the Cleveland Indians.

Jack Knight, born at Pittsboro, Miss., is a pitcher—right handed—now with the St. Louis Cardinals. Knight is 6 feet in height. He played with Galveston, Texas League, in 1922. Other engagements have been with Little Rock, Southern League, and with Millsaps College, Jackson, Miss. Knight's best feat was when he relieved Joe Edwards, now with the Cleveland Indians, in the eighth inning with the score tied 3 to 3 and won in the eighteenth inning, without allowing a run or hit in the last ten innings. Knight's present home address is Walcott, Ind.

Van ("Red") Hallman, born at Water

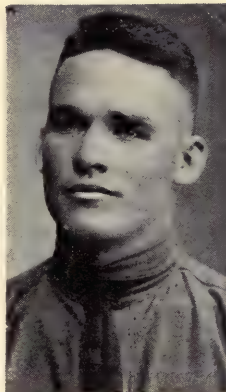
Valley, Miss., is a pitcher—right handed—now the property of Terre Haute, Ind. Hallman is 6 feet 2 inches in height. He pitched for Millsaps College, Jackson, Miss., and played with semi-pro teams in Mississippi, Louisiana, Kentucky and Missouri. His best feat was a no-hit, no-run game against Perryville, Mo., in 1921. In 1922 he won fourteen and lost five games. His home address is Water Valley, Miss.

Lloyd ("Monk") Bowles, born at Water Valley, Miss., is now signed with Hattiesburg, Miss., Cotton States League. He is a pitcher—right handed—5 feet 9 inches in height. He previously played independent ball and in 1922 was the property of Greenwood, Miss., Cotton States League. He pitched a 4-hit game against Meridian and a 4-hit game against Clarksdale in 1922. He won two and lost two games in 1922. His home address is Water Valley, Miss.

Hallman and Bowles, now employes of Water Valley shop, expect to report to their respective clubs soon.

No Beating the Herrin, Ill., Bowlers

The members of the Diamond Special bowling team from St. Louis were in Herrin, Ill., recently as guests of the Elks,



Upper left, J. A. Wales, machinist apprentice; upper right, R. E. Revere, machinist and magazine contributor; below, P. H. ("Pat") McGehee, head material handler—all of McComb, Miss., shops. They are, respectively, manager, recording secretary and pitcher and first baseman of the shops' 1923 baseball team.



trying to get revenge for the last drubbing they received. However, they were defeated again, this time by a score of 2,440 to 2,287. Those present were Traveling Passenger Agent M. J. Mulconner, H. J. Boston, F. J. Bock, O. J. Kuopp and W. J. McKane, from the office of William Smith, Jr., assistant general freight agent, St. Louis. "In spite of their defeat, they enjoyed the match, and all who participated had a good time. We welcome all Illinois Central employees to our home," writes our correspondent.

Trimmed Pennsylvania Bowlers

A team composed of players from the Illinois Central 63d Street Bowling League at Chicago met and defeated a Pennsylvania Railroad team March 5 by the following score:

Illinois Central				
Heimsath	198	179	232	609
Turner	228	170	172	570
Nelson	146	153	140	439
Merriman	159	207	255	621
Tersip	205	212	148	565
Totals	936	921	947	2,804
Pennsylvania				
Vandermass	182	175	141	498
Winkler	149	147	170	466
Thomas	166	170	136	472
Martin	147	146	166	459
Bockman	190	178	121	489
Totals	834	816	734	2,384

News of the 63d Street Bowlers

The bowlers at the 63d Street General Offices, Chicago, have completed their third round for this season, and four teams are tied for fourth place. The four teams tied are only five games from second place. The Panama Limited and the New Orleans Limited teams recently trimmed the leaders two out of three, thus cutting down their lead over the strong Diamond Specials.

At the end of the third round we find these fancy scores: Tersip, 254 and 267; Hulsberg, 265; Lind, Kempes, Heimsath and Calloway, 245. Hulsberg has high individual series, 664; Kempes is second, with 644; Tersip is third, with 636. Goodell's team, the Daylight Special, has high team game, 991, and high series, 2,813. Tersip's New Orleans Limited rolled second high series recently, having games of 806, 930 and 936, totaling 2,672.

The prize winners for high scores recently were: Merriman, 243; Bristol, 197; Lawshe, 188; Burgert, 226; Goodell, 244; Kempes, 228 and 245; McKenna, 210, Heimsath, 234 and 245; Calloway, 212 and 223; Rowe, 218; Flodin, 201; Breidenstein, 194; Turner and Kovats, 200. High 3-game series recently were: Kempes, 625 and 644;

Heimsath, 621 and 628; Calloway, 603 and 605; McKenna, 609.

The Panama Limited moved up to a tie for fourth place by trimming McCarthy's Freeport Peddlers three straight.

Standing of the Teams

Teams	Won	Lost	Game	High Series	High Average
Daylight Special	41	25	991	2,813	843
Diamond Special	37	29	977	2,650	841
Seminole Limited	36	30	930	2,648	838
Panama Limited	32	34	917	2,571	820
New Orleans Limited	32	34	946	2,672	820
New-Orleans Special	32	34	941	2,660	802
Freeport Peddler	32	34	925	2,564	795
Hawkeye Limited	22	44	880	2,512	760

The Twenty Leading Bowlers

Name	Games	High Game	High Series	Average
Calloway	54	245	617	193
Heimsath	66	245	631	183
Tersip	66	267	636	181
Smith	54	243	620	178
Kempes	66	245	644	176
McKenna	66	235	609	176
Hulsberg	63	265	664	173
Goodell	66	244	604	172
Flodin	63	236	621	171
Lind	63	245	607	170
Merriman	66	243	575	169
Miller	57	233	611	168
Beusse	60	214	570	168
Devitt	45	228	564	165
Breidenstein	57	200	564	165
Rowe	66	218	562	163
Bax	57	210	548	163
Powers	63	232	560	159
Turner	54	232	557	158
Nelson	66	212	537	158

Good Race in 12th Street League

The General Superintendent of Transportation team of the 12th Street General Office Bowling League at Chicago has won every game for a month, and it looks as if it will finish in first place. Its bowlers, Knodell, Silverberg, Butler, Walters, Leonard and Yore, have won thirty of their last thirty-three games. The General Freight team is three games behind in its schedule, having dropped games to the General Superintendent of Motive Power team and the Auditor of Disbursements team in the last month. Captain Koch of the General Freight team on March 15 crashed into the pins for games of 220, 237 and 186, a total of 643 pins, only twenty-six pins behind Rolf, who holds high series for the Illinois Central bowling leagues in Chicago.

The Auditor of Miscellaneous Accounts team has pulled away from the Bridge and Building team. The Bridge and Building team slipped badly when it allowed the Terminal Superintendent team to take two games from it. The General Superintendent of Motive Power team cannot boast of a player among the leading twenty, yet it is in fifth place.

The Land and Tax team's average pins per game should place it in eleventh place,

but instead it is in sixth place. When Enright of the Land and Tax team passed Knodell on March 7 in the fight for first place, it was the first time this year that Knodell lost the lead. Two months ago the Vice-President Purchasing team was fighting for third place, but since that time it has been slipping and is now in seventh place.

The Engineer Maintenance of Way team, last year's champion, is in eighth place, but should be higher, for it has three bowlers—Bernbach, Rolff and Breitzke—among the leading twenty. The Vice-President Accounting team is still sticking in ninth place, in spite of the fact that Captain O'Connor cannot place a full team on the alleys each week owing to lack of available bowlers. The Auditor of Disbursements team did its best work of the year when

it took two games from the General Freight team recently. The Officers team handed the Vice-President Purchasing team a big surprise on March 15 by winning two out of three games.

For some time the Chief Special Agent team has been winning one game a week, and after some very careful detective work the reason therefor has been discovered. Jack Sheahan, one of the cops and a crack bowler, threatens to pull a gun on the first one of his opponents who rings up three straight strikes, and the result is the boys have to be satisfied with doubles only, which gives Grace, star of the cops, a chance to break loose and win games.

As a result of a suggestion in last month's magazine that we hold an inter-women match between 12th Street and 63d Street representatives, a challenge was issued and accepted. The women from the Purchasing Department were scheduled to roll against the women from the office of the Auditor of Freight Receipts March 24 at 63d and Dorchester.—W. E. DuBois.

Appreciated Inter-City Bowling

F. J. Theobald, chief clerk to Superintendent J. M. Walsh of the Memphis division, was in charge of the Memphis bowlers whose invasion of Chicago was recorded in the March issue of this magazine. After his return to Memphis, Mr. Theobald wrote as follows to C. M. Said, *Illinois Central Magazine* cartoonist, who handled the Chicago arrangements:

"On account of the late hour we disbanded and the confusion after the games last Saturday night, we did not have the opportunity of expressing our appreciation to each individual bowler and the large assemblage of Chicago rooters. We take this means to say that every member of our party enjoyed every minute of our visit, as the hospitality of yourself and members of your team, as well as the visitors, could not have been surpassed. You could not have picked a more congenial or delightful bunch of fellows. The banquet was incomparable and was enjoyed most thoroughly.

"The keen enjoyment throughout the visit, the live and vibrant spirit of good fellowship and the enthusiasm, as I still think over them, prove a forceful exemplification of the truth and logic of a verse I have in mind: If your nose is close to the grindstone rough. And you hold it down there long enough, In time you'll say there's no such thing. As brooks that babble and birds that sing. These three will all the world compose: Just you, and the stone, and your darned old nose.

"To get away from it is splendid, and the manner of getting away from it in this instance was a joy which comes at intervals indeed most rare."

Team Standing March 15

Team—	Won	Lost	Pct.	High Game	High Series	Average
Genl. Supt. Trans.....	58	11	841	888	2573	806
General Freight.....	51	15	773	977	2690	802
Audr. Miscel. Accts.....	49	20	710	896	2474	781
Engineer B. & B.....	46	23	666	880	2467	769
Genl. Supt. Mvte. Power.....	40	29	580	838	2448	746
Land & Tax.....	38	28	576	851	2370	726
V.-P. Purchasing.....	37	32	536	858	2416	744
Engineer M. of Way.....	36	33	522	941	2703	761
V.-P. Accounting.....	31	38	449	835	2407	725
Auditor of Disb.....	29	40	420	860	2438	759
Chgo. Term. Imp.....	27	42	391	940	2389	724
Terminal Supt.....	27	42	391	826	2303	712
Chief Engineer.....	25	44	362	851	2362	720
Vice-Pres. & Genl. Mgr.....	25	44	362	828	2315	716
Officers.....	20	49	290	819	2311	690
Chief Special Agent.....	10	59	145	816	2174	661

The Twenty Leading Bowlers

Name—	Games	High Game	High Series	Average
Enright	39	227	584	181
Knodell	66	247	606	179
Bernbach	42	219	603	172
Koch	63	258	643	171
Rolff	68	235	669	170
Larsen	69	232	568	169
Block	57	211	569	169
Collier	69	220	581	164
Rittmueller	69	213	563	164
DuBois	68	204	562	164
Grace	66	214	571	164
Breitzke, B.....	45	204	554	162
Silverberg	60	199	539	162
Grismore	54	211	573	162
Brown	54	209	550	162
Ullrich	66	216	569	161
Tremblay	60	242	609	161
Kelly	69	214	553	161
Dischinger	65	196	544	161
Bailey	69	233	563	161

Bowling Teams at Dubuque, Iowa

Bowling teams have been organized in the local office and revising bureau at Dubuque, Iowa, composed of the following: T.

F. Callaghan, Milton McLean, Ralph Lissance, Harold LeVan and Martin Fahey of the freight office; M. S. Bachman, J. J. Callaghan, LeRoy Moeller, Claude Crandall and Ted Regnier of the rate bureau.

Basketball Champions at Carbondale, Ill.

Undefeated by teams of neighboring towns, the Carbondale, Ill., Illinois Central basketball team placed a challenge to all basketeers of the Illinois Central System in the January number of the *Illinois Central Magazine*. The challenge was answered by teams from Memphis, Tenn., and East St. Louis, Ill.

"On Washington's Birthday, the tall lads hailing from Memphis invaded us with George's little hatchet, but failed to cut us down, although out-sizing the locals two to one. They left their scalps hanging in our tent along with the small end of a 24-21 score," writes our correspondent. "East St. Louis visited us the next week, all doped

up for leaving us at the ground floor, but instead we were on the forty-ninth, while they craned their necks from the sixteenth window trying to locate us. The smoke was too thick—score, 49-16."

With four local games cut and dried, the Carbondale boys compose the unvanquished team of the St. Louis division.

New Orleans Basketball Season Closes

The Illinois Central basketball team of New Orleans and the freshman team of Tulane University played February 1 as a preliminary game to the contest between the Marine Bank team of the Bankers' League and the United Fruit Company team of the Commercial League. The railroaders started off with a spurt and in the first five minutes of play caged two field goals through superior pass work and spectacular goal shooting by Berckes and Moore, forwards. This lead they were unable to retain, however, as the college boys forged up from the rear and won 24-8.

At another contest, this time between the Marine Bank team and the St. Mark team for the independent championship of the city, held March 5, the Illinois Central team also played a preliminary game, its opponent this time being the Woodward Wight team, runner-up to the United Fruit Company team in the Commercial Basketball League. This was a battle for blood, the railroaders having lost to this team in two league games by two and four points, respectively. In the first half the Illinois Centrals, playing a strictly defensive game, held their rivals to one lone foul goal, while they in turn scored two field goals.

The second half opened with both teams considerably strengthened by the addition of fresh players. The Woodward Wights managed to ring in a couple of field goals, only to have their slight lead overcome by the railroaders in the next few minutes of play. The score was in doubt from then on, neither side having any great advantage. The whistle blew with the railroaders ahead by a score of 8 to 7.



The Illinois Central basketball team of Carbondale, Ill., champion of the St. Louis division. Top row, left to right: H. C. Brewer, guard; L. Minton, manager; V. Hopper, center. Bottom row, left to right: C. Conatser, forward; N. Howard, captain and forward; D. Roberson, guard. The first three have had high school basketball experience, the fifth previously played in New York, and the fourth and sixth formerly were with the Southern Illinois Normal University team.

Radio Department

The Audion Receiving Set

The radio fan who desires to receive broadcast programs and messages from stations that are located more than fifty miles from his set will find it necessary to make use of a receiving set that is more selective in tuning and more sensitive in detecting than the ordinary crystal set. In addition it will be necessary to amplify, by the use of a local battery, the effect detected.

The audion receiving set shown in the illustration, which can be made at a total cost of only \$10, will enable one to hear broadcasting stations located within a radius of one thousand miles with a wave length range of 200 to 700 meters. It will be necessary to purchase all the parts used in the construction of this set, as they are of such a nature as to make them practically impossible of manufacture by the ordinary layman. In the construction of this set you will need the following parts:

- 1 variocoupler coil.
- 1 23-plate variable condenser (.0005 mfd.)
- 1 filament rheostat.
- 1 tube socket.
- 1 W.T. 501 "peanut" detector tube.
- 1 grid leak ($3\frac{1}{2}$ megohm).
- 1 fixed condenser (.00025 mfd.).
- 6 switch points.
- 1 switch lever.
- 1 set "B" battery (22½ volt).
- 3 dry cells or one 6-volt storage battery.

The detector tube described in this article, which can be purchased for \$2, will work on a filament voltage of four to six volts, and a plate voltage of 16 to 22½ volts. It can be used on three dry cells or a regular 6-volt "A" battery.

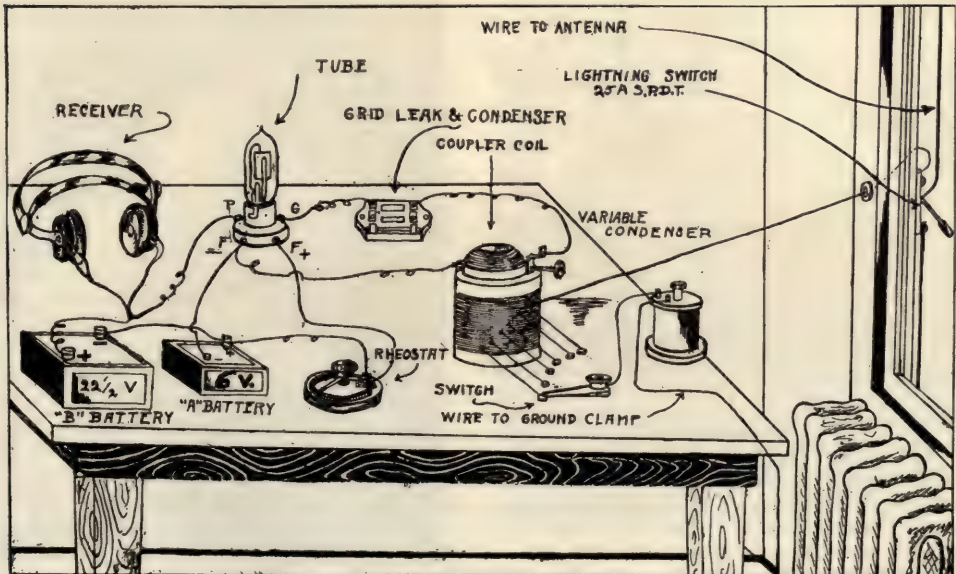
If desired, the set can be assembled in a cabinet 6 inches by 6 inches by 18 inches. The hook-up is as shown on the picture plan. All connections that are not on binding posts should be soldered.

In operation, tuning is accomplished by means of the variable condenser and intensified by the variocoupler coil. The rheostat regulates the filament voltage on the tube. To operate, place the head set on the head and adjust the receivers to fit the ears. Throw the lightning switch up, connecting the antenna to the set. Rotate the dial on the variable condenser to the right

Radio

I called my love by radio,
In hopes that she would hear;
I asked her if she'd marry me,
And closed it, "Billy, Dear."

Oh, sad is my predicament—
Indeed, a sorry mess—
When I tuned in my receivers,
I heard forty answers, "Yes."



The audion receiving set

until the whistling noise is heard. Intensify this by rotating the rotor on the variocoupler to the right and by moving the switch lever over the contact points. When the reception is accomplished, turn the pointer on the rheostat to the left to increase the sound. If the reception is accompanied by noises or is too loud for the ears, turn the pointer to the right until the noises are diminished.

The method of adding amplification to this type of set will be described later.

A Word From the Iowa Division

A visit to Fort Dodge, Iowa, will disclose the fact that there is a decided and noticeable increase in the number of aerials in the city. It is amazing to note how many of them are on the housetops or in the back yards of Illinois Central employes. From such information as I can gather from the "bugs," there will be several more before the end of 1923.

I have a home-made set which I think a very good one. It is a single circuit regenerative, using a bank wound variocoupler. These two parts should be the best you can get. I made my own variocoupler. I use one tube WD 11.

From January 27 to February 28 I heard thirty-five different stations, only four of them being in Iowa. Some of them were Los Angeles, Cal.; Schenectady, N. Y.; Detroit, Mich.; Winnipeg and Calgary, Canada; Atlanta, Ga.; Fort Worth, Texas; Denver, Colo.; Memphis, Tenn., and other nearby stations.

I had the pleasure of listening in on the violin solos rendered by Miss Annie Dixon and broadcast by the *Memphis Commercial Appeal* station WMC on the night of January 30, as well as the address made by W. B. Storey, president of the Santa Fe Railroad, before the Chamber of Commerce of Kansas City at its annual banquet on February 8 at Kansas City.

There is one important thing about a receiving set that so many overlook when making their own, and that is soldering all connections. This is necessary if you expect to get results. Another thing is to keep the switch points clean; be sure to keep dust from collecting on the plates of

your variable condenser. Some think they can get a set, hook on the aerial, ground and batteries and that it will need no further attention, outside of renewing the battery; but this is not the case. You will find that a little attention given to cleaning your machine will save you lots of worry and will also save the machine from being condemned as being no good. It will also keep some of those noises out of the 'phones and loud speaker.—E. R. McCULLOUGH, *signal maintainer, Iowa division.*

Radio Used When Wires Were Down

Due to the severe snowstorm of March 11 and 12, all of the wires were out of service, and only passenger and regular freight trains were operated. About 3 o'clock Monday afternoon, the 12th, a message was received from Chicago by radio announcing the arrival of train No. 12 at Chicago. The chief dispatcher called at a radio station operated by Kenneth Ridgway of Freeport and sent messages to the Chicago offices regarding conditions in this vicinity relative to the operation of trains. This is the first time in history that radio has been used for such purposes in Freeport. — THERESA JOHNSON, *office of superintendent, Freeport, Ill.*

Sang for the Radio Fans

Miss Margaret Smetacek, who is employed as a stenographer in the Chicago Terminal Improvement department at Chi-



E. R. McCullough



Miss Margaret Smetacek

cago, entertained many of her friends on February 21 when she sang for the *Chicago Daily News* broadcasting station, WMAQ: Oh, Come With Me in the Summer Night.....

Who Knows.....	Van der Stucken
The Nightingale.....	Ball
Open Thy Blue Eyes.....	Ward-Stephens
Mah Lindy Lou.....	Massenet
Love's Old Sweet Song.....	Strickland
The Star.....	Molloy
	Rogers

Miss Smetacek has done a great deal of concert work in the last few years and has been successful in winning the praise and favor of music critics. She gave a concert March 29 at the Fine Arts Recital Hall, Chicago, in the Young American Artists Series under the management of J. B. Hall.

Broadcasting Begun at Mattoon, Ill.

Tony and Sylvester Brumleve, sons of J. B. Brumleve, foreman of bridges and buildings, Mattoon, Ill., had the honor of being the first vocalists to take part at the new broadcasting station of Mattoon, the studio of which is located in the Lumpkin Building on South 17th Street. The name of the station is WQAL, and it is operated by the local telephone company, in charge of R. A. Lumpkin. There have been many excellent programs given since the station was opened, as Mattoon has many high-class musicians, and the two Brumleves, who have fine voices, have continued to appear on all programs on special calls from many cities for encores. Programs are rendered at 9 p. m. every Tuesday and Thursday evening. The station broadcasts on 360 meters and should be heard in the remote parts of the United States. Mr. Lumpkin invariably makes the announcement before each program and before each number on the program: "This is station WQAL, the Coles County Telephone and Telegraph Company, broadcasting from Mattoon, Ill., 'the buckle on the Corn Belt.'"

OFFICERS' RESERVE OPEN

Opportunity is still afforded during the present year for former officers of the world war to enroll in the Officers' Reserve Corps. The chance will be withdrawn, however, on November 11, next. The War Department is anxious to enroll as many as possible of former commissioned and non-commissioned officers in the reserve. Maximum peace-time obligation is fifteen days' annual training, and exemptions from this obligation may be obtained where circumstances warrant. Members of the reserve, of course, are not subject to the selective draft. Information may be obtained and applications filed at Sixth Corps Area headquarters, 1819 West Pershing Road, Chicago.

April, 1923

RADIO EXPERTS



Telford Arnold, 12 years old, son of W. L. Arnold, water works repairman, Louisville, Ky., with a crystal set he made.



Bert Richards, 14 years old, son of E. H. Richards, assistant ticket agent at Louisville, Ky., with a "pickle tube" set he made.

Ninety-one



Our Useful Station Names

THE first item in this department in the March issue, contributed by G. B. O., reported that the use of one of our station names in Louisiana had won a prize in a New Orleans newspaper story-telling contest. The example seems to have proved contagious, as witness the following additional clippings from the *New Orleans States*, sent in this time by H. A. M.:

A negro nurse in the Yazoo & Mississippi Valley coach was having a struggle with a white child which refused to be entertained and was crying. Nearing a station, the porter came to the coach door and called out: "Walker, Walker." The nurse immediately got up and began to walk back and forth with the child. The remedy was good. "Dat man sure must have some babies of his own. He knows," she said.—MRS. JACK LYNCH, 741 Union St., Baton Rouge, La.

While riding on the Illinois Central, the quiet of the coach was disturbed by the brakeman who came to the door and shouted: "Rayne, Rayne." An elderly lady passenger looked out the window and said: The idea! It's doing nothing of the sort.—MRS. A. KLEIN, 1111 Bartholomew.

Returning to New Orleans on the Illinois Central, the train stopped at Gulletts, La., and a young man stared long and longingly at the sign of the Gullett Gin Company. To the conductor he said: "I thought gin was against the law down here, too. Where do they sell the stuff?" When the conductor explained that it was a cotton gin, the fellow, crestfallen, hurried to the smoker.—W. L. LAGON, 4221 Freret St.

He Had a Claim

Tim O'Brien had unfortunately figured in one or two accidents, but this time he was one of the occupants of the car who were considered seriously injured, and was rushed off to the hospital to be operated on. He had partially recovered from the anesthetic and was looking round in dazed condition. As the nurse approached his bedside, he asked feebly:

"Where am I? What is this place?"

The nurse took his hand gently.

"You have been very badly injured in an automobile accident, but you will recover," she replied.

"Recover!" said Tim in a high-pitched voice, and tried to raise himself up. "Recover! How much?"

Economy and Efficiency

Recently a dusky son of Africa applied to Ticket Agent W. W. Fincher at Vicksburg, Miss., for a round-trip ticket to Greenville for his dead brother.

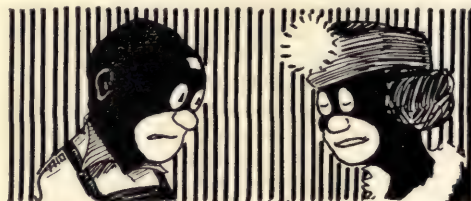
"Surely you're mistaken," said Mr. Fincher. "You mean you want a round-trip ticket for yourself."

"No sah, boss, it's jest as I sez. You see de corpse has lots ob kin folks up dar, and I figgers dat it's de cheapest to send him up and let 'em all look at him, den to have 'em all come down to de funeral."—S. F. L.

But Not Quite on Schedule

A certain traveling engineer had ordered lunch on the dining car. After waiting a considerable time and receiving nothing, he called his waiter to him and asked if his order had been sidetracked. The dorky replied, "No, sah, boss, no, sah, she's on de rail—in de block now, sah."—A. R. S.

Colloquaciously Speaking



"Dis sho' am a desultory day," remarked Rufus Lee pleasantly, lifting his weather-beaten hat and bowing to the dusky Miss Johnson.

"Law, Misto Lee," replied that lofty lady. "Ah fin' it gubernatorially frigidly dis mo'nin'."

"Go 'long, Miss Johnsing," said the brave Mr. Lee, nonplussed. "Yo-all am so economical."—*American Legion Weekly*.

She Was No Aviator

A woman passenger walked up to the matron at Grand Central Station, Memphis, Tenn., and asked: "Can you tell me when I get a train?"

After looking at her ticket, the matron said: "Yes, you take the 8 o'clock Frisco to Birmingham, and change there to the Seaboard Air Line to your destination."

The woman became frightened and exclaimed: "Lord! If I have to travel by *air line*, I don't think I'll go!"—I. H. B.

Merely a Race

Old Brown had had a terrible morning. He could not walk, and he had engaged a man to pull him about in an invalid's chair. Twice they had nearly been crushed under a car, and once the invalid-chair man had almost dropped his charge into a river.

They halted at the top of a steep hill. At first Brown welcomed the halt. But at last he began to get restless.

"Why are you stopping here?" he asked nervously.

"It's all right, gov'nor," the attendant replied, unconcernedly. "I'm only waiting for my mate, with another old gent. We're going to 'ave a race down the 'ill."

The High Cost of Living

"Yes," said the specialist, as he stood at the bedside of the sick purchasing agent, "I can cure you."

"What will it cost?" asked the sick man faintly.

"Five hundred dollars."

"You'll have to shade your price a little. I have a better bid from the undertaker."

Going the Limit

An old squire in a rural court had made a ruling so palpably unfair that three young lawyers at once jumped to their feet and protested emphatically against such a miscarriage of justice. The squire immediately fined them five dollars each for contempt of court.

There was silence for a few minutes, then an older lawyer arose and walked slowly to the front of the room. He opened his wallet, and deposited a ten-dollar bill with the clerk.

"Your Honor," he addressed the judge, "I wish to state that I have twice as much contempt for this court as any man in this room."

He then picked up his hat and coat and made his way quietly out of the building.

Which Way?

A man who was asked to give a recommendation for a patent medicine, said:

"It is the best medicine I have ever tried. I bought half-a-dozen bottles for my mother-in-law. She was at death's door when she began taking it, and it pulled her through."

Hang This on the Line



Jones (phoning to Smith)—Come over tonight. My wife's gone and we're going to have a little penny ante game.

Smith—I can't come. I'm washing my B. V. D's.

Central (breaking in on the call)—I'm ringing them.—D. M.

April, 1923

Ruined for Further Use



A certain restaurant is notorious for its tough meat. A stranger entered one day and ordered a steak. When it was served he tried to cut it, but failed. He called the waiter and complained.

"I can't get my fork into this," he said. "It is as hard as a rock."

"I'm sorry, sir," said the waiter; "it's the best we've got, and, anyhow, I can't take it back."

"What do you mean? Why can't you take it back?"

"It's bent, sir."—*Pittsburgh Chronicle-Telegraph.*

Independent

An attorney in Los Angeles advertised for a chauffeur. Some twenty-odd responded and were being questioned as to qualifications and whether married or single.

Finally, turning to a negro applicant, the lawyer said: "How about it, George; are you married?"

Quickly the negro responded: "Naw sir, boss, naw sir. Ah makes mah own livin'."—*Judge.*

Helpful Wind

While on his recent visit to this country, Marshal Foch made a witty reply to a man who, when one of the guests at a dinner party in Denver, given by a party of Americans, took exception to French politeness.

"There is nothing in it but wind," he said with questionable taste.

"Neither is there anything but wind in a pneumatic tire," retorted the gallant Marshal, "yet it eases the jolts along life's highway wonderfully."—*The Argonaut.*

Practice and Preaching

"Why did you remove that 'Do it now' sign that hung over your desk?"

"I couldn't stand the way the bill collector looked at it when I told him to call again tomorrow."—*Boston Transcript.*

Before and After

"There goes a man who married his stenographer. They say she bosses him around something terrible."

"Well, it's his own fault. He knew that

Ninety-three

she couldn't take dictation before he married her."

Soupspicious

"See here, landlord; I don't understand about this trousers button being in my soup."

"I don't either, sir. We employ only female help here."—*Ainad Temple Bulletin.*

Not a Partnership Affair



Sir Auckland Geddes, the British ambassador, said at a recent dinner:

"Young men rise easily from the ranks here in America because the American spirit is so democratic. In Europe now—

"In Europe one day a clerk remarked to his employer:

"I think we are going to have rain, sir."

"We?" snarled the employer. "We are going to have rain?" How long have you been a member of the firm?"—*Detroit Free Press.*

INKID SAYS—



A New Commandment

A teacher in an elementary school had given lessons to an infants' class on the Ten Commandments. In order to test their memories, she asked:

"Can any little child give me a commandment containing only four words?"

A hand was raised immediately.

"Well?" asked the teacher.

"Keep off the grass," was the reply.

The Wonders of Arithmetic

During a recent coal shortage, a coal dealer in a town on the Yazoo & Mississippi Valley, after being out of coal for some time, received a car containing twenty-eight tons. Having seven unfilled orders for coal, he instructed his three negro wagon men to deliver the coal, dividing the twenty-eight tons equally among the seven.

The three darkies held a consultation to figure out how much coal should be delivered to each customer.

The first one admitted he knew how to divide and proceeded to solve the problem by means of long division as follows: Placing the figures 7 and 28 in the proper order, he found that 7 would go into 28 once; subtracting 7 from 28, he brought the remainder down, which left him 21; then, dividing 21 by 7, he obtained the following result:

$$\begin{array}{r} 7)28(13 \\ 7 \\ \hline 21 \\ 21 \\ \hline \end{array}$$

He then announced that each customer was entitled to 13 tons of coal.

The second one then attempted to check his figures by way of multiplication: Placing the 7 and 13 in order, with the 7 above, he multiplied the 7 by 1 and brought the 7 down. He then multiplied the 7 by the remaining 3, obtaining 21, which he placed below the 7; adding the result, he obtained 28, as follows:

$$\begin{array}{r} 7 \\ 13 \\ \hline 7 \\ 21 \\ \hline 28 \end{array}$$

The third one admitted that he didn't know much about division or multiplication, but he said he could prove or disprove the findings of his brethren by addition. He then wrote out a column of seven 13's, one above the other. Adding the second column (all the 3's) he obtained 21; then, adding the 1's in the first column to this result, he also obtained 28 as his figure, which made the decision of thirteen tons for each customer unanimous.—C. R. K.

HOUSE PLANS FOR OUR READERS

Southern Pine

It has been said that the two most beautiful words in the English language are "home" and "mother." The attractive house design shown this month is quietly suggestive of both words.

This design follows the lines of the Cali-

fornia bungalow type and has four commodious rooms, besides a breakfast room, bath, plenty of closets and two roomy porches. The arrangement of the interior is nicely suited to the requirements of a small family, with its convenient appointments and utilization of available space for those little details which add so much to happiness and comfort.

There are built-in features, such as cabinets in the kitchen, bookcases and an open fireplace in the living room and wall seats in the breakfast room. The rear chamber may be used for dining room or bedroom, as desired. This house can be built on a lot forty or fifty feet wide to best advantage, although its width of less than thirty feet makes it possible to use a smaller lot if one's space is limited.

The editor of this magazine will be glad to send a book of fifty different house plans, of which the one shown is an example, to any reader who is interested in home-building. The books are given without charge, by the courtesy of the Southern Pine Association of New Orleans. The American Wholesale Lumber Association also has offered its services to persons interested, in arranging for the co-operation of retail lumber dealers and advising with communities that desire to organize building and loan associations.



What Patrons Say of Our Service

Courtesy in Arranging a Trip

Frank F. Winans, 137 South LaSalle Street, Chicago, resident vice-president of the National City Company of New York, recently wrote as follows to President C. H. Markham:

"In view of the kicks and knocks the railroads are receiving from every quarter, I imagine it will be a pleasure to you to receive a few words of praise of the service rendered by your railroad.

"My wife's father, Mr. W. B. Conkey, died very suddenly on Monday of this week in St. Petersburg, Fla., and it was essential that she leave for there the next day with our children and the nurse. I called up the city ticket office and explained the emergency to your Mr. Randolph, as I realize the traffic south is very heavy at this time of year.

"He got busy at once and, to my surprise, finally worked out a drawing room straight through from Chicago to St. Petersburg. I cannot speak too highly of the service he rendered and his courtesy."

Personal Attention to a Lost Hat

Ned L. Woodward of Battier's Pharmacy, 209-211 Beale Avenue, Memphis, Tenn., recently wrote as follows to President C. H. Markham:

"Sometimes a man likes to hear the good things about his corporation as well as the knocks; so I have the pleasure to express my thanks and gratitude to one of your conductors as well as to your wonderful Illinois Central System.

"On March 3, 1923, my wife had the pleasure of riding your train No. 1 out of Louisville, Ky., with Conductor J. A. Numer in charge. Through an oversight, she left a valuable hat at Fulton when she changed coaches. She notified Mr. Numer, who was only too willing, she said, to telegraph for her hat to be taken care of and sent on to Memphis.

"The trouble and time that he took personally to see that it was delivered to my place of business was more than appreciated.

"So again I want to thank you, for myself and wife, for the courtesy Mr. Numer extended to us."

No Settlement for This Accident

H. C. Gilliland, agent at Auguilla, Miss., recently made the following report to all concerned:

"Please refer to the accident which occurred here February 28, 1923, when train No. 13, Conductor Mahoney and Engineman Rosson, struck an automobile on the public crossing south of the station.

"The car, a new coupe, was being driven by Mrs. I. D. Benson, who was fortunately not injured beyond being shaken up a little.

"This morning Doctor Benson, her husband, came down and asked me to please see and thank personally for him the engineman, Horace Rosson, for making such a wonderfully quick stop; to thank also Conductor Mahoney for his kindness to Mrs. Benson, and to thank my superiors for having such good, trusty, faithful men to operate passenger trains. He further requested that I say to you gentlemen that there must be no offer made as to the settlement of the damage to the car, as it was purely and simply Mrs. Benson's fault. He also thanked me kindly for offering to take Mrs. Benson home, and left the offices praising the Yazoo & Mississippi Valley Railroad and its employees."

Service in a Time of Sorrow

Howard B. Corson of the Murdock Corson Company, Villa Grove, Ill., recently addressed President C. H. Markham:

"I am writing you in regard to a favor shown me by your railroad.

"A few weeks ago I was riding on the Decatur to Mattoon branch of the Illinois Central, and I happened to ask the conductor about the time of the train's arrival at Sullivan. I was greatly surprised to receive a most courteous and well-explained answer from him.

"Ten days ago my wife died, and I transported her body over the Illinois Central from Tuscola to Effingham. We had to wait in Tuscola three hours for the 9:30 train that night. The train was late, running behind the fast train, No. 3. By taking the 9:30 train we would have had to transfer at Mattoon. The lateness of the 9:30 train made it impossible to get to Effingham for our connections there. However, we did not know this. To our great surprise, the station force at Tuscola informed us they had made arrangements with the dispatcher for the fast train, No. 3, to take us to Effingham. As this train does not stop regularly at Tuscola and as the arrangements showed interest in us, I felt like trying, in a measure to thank you personally and let you know what I thought

of the Illinois Central and the employees at Tuscola.

"These two instances so impressed me that I have a very warm feeling for the Illinois Central. I trust you may see fit to thank the night force at Tuscola for their thoughtfulness and courtesy to the traveling public. I have charge of my firm here and make it a point to recognize loyalty and service by encouraging words of praise. This letter can only, in a small way, express my true, sincere thanks for the aid I received in a time of deep sorrow."

Saw Instance of Courtesy

J. B. Jones, Ly Mar Hotel, Herrin, Ill., recently wrote as follows to J. V. Lanigan, general passenger agent at Chicago:

"I just wish to compliment you and the other officials of the Illinois Central for having, in my own estimation, the finest equipped railroad in the country. But getting back to the object of this letter—I was a passenger on the train leaving Carbon-

dale, Ill., at 11:35 o'clock Monday morning, March 5, in charge of Conductor W. E. Whalen. There happened to be some women and children en route who had purchased tickets to Carterville, but through the rush at ticket window the agent had given them the wrong tickets.

"This conductor surely handled the situation with very good judgment, and the courtesy and treatment he showed them was noticed by eight of us traveling men who use the Illinois Central every week.

"I happen to read your *Illinois Central Magazine* often, and I think this man should have a nice write-up in the favorable mention column, and I am surely going to watch for it.

"As to the other employes of your road, I think they cannot be compared with anywhere.

"I assure you of all the business I can throw your road in either passenger or freight, and I wish prosperity to the company in building and operating the new line from Edgewood to Metropolis."

Celebrates 70th Birthday in Our Service

Seventy years ago—March 13, 1853—C. H. Suffield, now a clerk in the office of the auditor of freight receipts at Chicago, was born in Clifden, Galway County, Ireland. He emigrated to Canada in 1873, where he began his railway career in the service of the Grand Trunk, which he served for seven

years. He then came to Chicago in 1880 and entered the service of the Chicago & North Western Railroad, with which company he held various positions of importance for several years.

Canada again called him, and he joined the service of the Canadian Pacific System for two years. In June, 1891, Mr. Suffield again returned to Chicago and was employed by the Illinois Central Railroad in the office of the auditor of freight receipts, in which office he has been employed for thirty-two consecutive years. He was chief interline clerk for a number of years and is still in active service.

On the occasion of his seventieth birthday he was presented with a shower of beautiful flowers, among which was a bouquet from his co-workers and friends, consisting of seventy roses.

Mr. Suffield is blessed in his ripe age by still having the companionship of his loving and devoted wife and mother of his family. His eldest son, William H. Suffield, is commercial agent for the Illinois Central in the Detroit and Toledo districts.

HOW SUCCESS COMES

The talent of success is nothing more than doing what you can do well, and doing well whatever you do without a thought of fame. If it comes at all, it will come because it is deserved, not because it is sought after.—LONGFELLOW.



C. H. Suffield

Maintenance of Way Department **Material Means Money** **Save It**

Track Jacks

Abuse, not use, sends the jack to the scrap heap.—Poor Richard III.

A track jack is a sturdy, substantial tool and rather hard to damage, which is fortunate, considering the service it is called upon to perform. As the name would imply, track jacks are primarily designed for raising track in surfacing or making other repairs, but they are frequently used also for other purposes requiring the use of a jack.

There are in use on the Illinois Central and Yazoo & Mississippi Valley approximately 7,500 track jacks, representing an average cost of \$10 each, or a total investment in track jacks of \$75,000. Track jacks commonly have a lifting power ranging from five to twenty tons, or, say, an average of ten tons. Thus the combined lifting power of the jacks in service is about 75,000 tons, or 150,000,000 pounds.

Last year 1,150 track jacks were purchased at a cost of \$10,557.50. In addition to the new jacks purchased, 374 jacks were repaired at Burnside shops, Chicago, and placed in service, making the total renewals for the year 1,524 jacks, or more than five for every working day.

The illustration shows an accumulation of track jacks at the Burnside reclamation plant. More than 300 disabled track jacks are shown in this photograph, yet they do not represent all of the damaged jacks re-

ceived each year, as the following tabulation will show:

Year	Received	Repaired	Scrapped
1920	398	264	134
1921	432	316	116
1922	442	374	68
	1,272	954	318

It will be noted that the jacks received as scrap in 1922 were sufficient to equip 110 gangs with four jacks each. An examination of several hundred jacks sent in to be scrapped or repaired shows that much of the damage was caused by abuse, the principal defects being as follows:

- Rack bars bent and teeth worn and damaged.
- Lever sockets broken and distorted.
- Bases bent, cracked and broken.
- Caps lost off rack bars.

Pawls badly worn due in most cases to fulcrum pins, trunnions and bearings being worn from corrosion and lack of oil.

Some jacks, of course, showed defects due to wear and other causes that could not be avoided, but a large percentage of the defects bore the stamp of carelessness.

Among the commonest forms of abuse to track jacks is that of using them to the extreme lift. While it is sometimes necessary, extreme lifts are rarely advisable, it being better practice to use blocking to obtain the desired height. This practice, of course, occurs most frequently when they are used for other than track work. Jacks should always have an unyielding foundation. If set on the ground, they should have a firm, level base to get the best results and avoid tipping and straining.

When they are used under track, the ballast usually provides a firm base, but where the foundation is soft and yielding, blocking or cribbing should be used to hold the jack firm.

A common practice that not only damages the jack but often results in mashed fingers is the careless use of a square-end lining bar in round sockets.



The Port of Missing Jacks - Burnside



Neatness and Cleanliness in Storekeeping

By R. J. GABLE,
Assistant Division Storekeeper, Clinton, Ill.

Without doubt, material piled and stored neatly in its proper location indicates that the person responsible has the proper idea at heart, and it goes without saying that this feature gives an attractive appearance as a reward for the efforts put forth. Neatness in the storehouse and surrounding properties keeps the place free from various odds and ends of material. This naturally

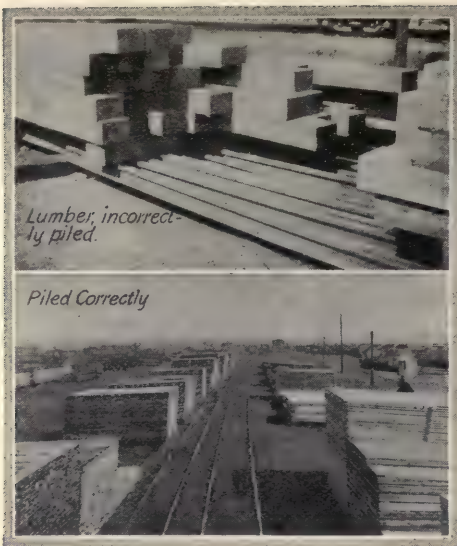
has a bearing on the proper care of material, as it indicates that the material is being continually picked up and put in its proper place.

Much has been said in previous articles as to the correct piling and storing of lumber. I firmly believe we should make frequent rounds of the lumber yard with a view to straightening up the various piles, also picking up loose pieces which become detached from piles and fall to the ground.



Correct method.





This makes for neatness and cleanliness, to say nothing of putting forth an attractive appearance.

If our material is in a neat condition at all times, we can serve our various departments in a more efficient manner, consuming less time in doing it. We can make up our stock books more accurately and swiftly, which expedites preparing and getting our monthly requisitions off promptly and on time. At a glance we can see if our stock of any number of thousands of items carried needs replenishing. In our many requests to advise others quickly if we are in a position to furnish certain material, we can accomplish this at once.

COMMUNICATIONS

A Few Words on the "Seat Hog"

TO THE EDITOR: We hear a great deal about the "road hog," the man who has no regard for the right of others, who seems to want to appropriate all the road to himself; but it is strange that we seldom see anything written about the "seat hog."

I was on the train not long ago and counted in the coach in which I was riding eighteen seats turned together and occupied by only eleven persons. In other words, those eleven persons were using up the seating capacity for thirty-six persons. All of the eleven had their feet on seats that were clean when they left New Orleans terminal, where the railway company spends a large amount of money cleaning up the trains for its patrons to ride in. In this same coach, I am sorry to say, I saw some persons riding on passes clutter up the floor around them with orange and apple

peelings, nut hulls, etc., and the conductor had to send the porter around to clean up.

It is a common thing to see one of these aforementioned "seat hogs" throw his grip, overcoat, etc., on one seat and then throw two other seats together, stretch himself out on them and let a woman stand and listen to him snore. In nine cases out of ten these "seat hogs" are the people who "knock" the service rendered by the Illinois Central. If I had not heard it with my own ears, I would not say so.

Some persons seem to forget their rearing when they get on a train. What would you think of a man who would go into his mother's parlor and put his dirty feet on the chairs?

I saw a flagman come near having an altercation with a man not so many weeks ago who resented being asked to give up one of the four seats which he was using while three women had to stand.

I could relate incidents, enough to fill your magazine, equally as ridiculous as those I have mentioned, which have come under my observation. But what's the use? Everyone who rides the trains knows that I have not exaggerated in my statements.—
A PASSENGER.

The Public Should Study the Railroads

TO THE EDITOR: I cannot see why the people, the business men, especially the farmers of this country, always complain about the railroads. If it isn't one thing, it is another.

Freight rates are too high; they can't get cars when they want them, and their products don't get over the road just as fast as they think they ought to; the railway man gets too much pay; freight rates ought to be cut.

But they want the railroad to have rolling stock enough to supply them just when they want it.

They do not stop to study how much money it takes to operate a system of railroad that has nine or ten thousand miles of track or how much freight cars, locomotives, passenger cars, rails, ties, bridges, stations, roadbed supplies and many other things cost new and to keep in repair. The railroads have got to make money to pay the interest on their investment.

The reason railroads are fought so much is because the public does not read and study enough or take the interest it should. It does not realize how much money it takes to operate the railroads.

But still when the people want service, they want it right now. The public and transportation system of this country have got to pull together to get out of this old rut.—J. B. ARVIN, *Train Baggage*man, St. Louis Division.

The Director General's Views

(Continued from page 16)

sylvania Railroad, the number is 140,000. If you add to this number of stockholders the bondholders, you have an aggregate of separate holders, corporate and individual, equaling perhaps the number of employes in the service, which is something more than 2,000,000.

Number of Small Investors Increased

It is an interesting fact that the number of small investors in railway securities has very substantially increased in the last few years. It is entirely possible that large holders of these securities, anticipating a depression of railway obligations, by reason of the political rather than economic consideration which this property is receiving from the state and federal governments, have unloaded on a more confiding and trusting general public.

The reprehensible acts in railway operation and manipulation occurred many years ago. The experience of the abuses has resulted in such legislation as effectively prevents a repetition of this wrongdoing. There is in this country a new set of owners, who have paid full value for their investment, and acts committed long ago, by persons for whom the present owners are not responsible, should permit, as to most of these matters, a plea of the statute of limitations.

Surely this army of investors is entitled to the rights granted by the Constitution, and *bona fide* railway investments should receive the same protection that is afforded each citizen in the ownership and enjoyment of his home, his farm, or the interest he has in the ordinary commercial or manufacturing property.

The clause in the Constitution so essential to the enjoyment of property rights, and the one upon which rests the stability of our form of government, is found in this familiar language:

"No person shall be deprived of life, liberty, or property without due process of law, nor shall private property be taken for public use without just compensation."

This provision of the Constitution is the great bulwark protecting the sacred rights of American citizenship, and any invasion of the rights which it protects will mark the disintegration of our form of government, and the destruction of those rights of liberty and property which, as a people, we have always been eager to defend.

The Supreme Court of the United States, in construing the protection of private rights in railway property, in the Minne-

sota Rate Cases, laid down these simple and easily understood rules:

"What the company (railroad) is entitled to demand, in order that it may have just compensation, is a fair return upon the reasonable value of the property at the time it is being used for the public."

Must Recognize Fair Value

And, in further explanation, the court said:

"It is clear that in ascertaining the present value we are not limited to the consideration of the amount of the actual investment. If that has been reckless or improvident, losses may be sustained which the community does not underwrite. As the company may not be protected in its actual investment, if the value of its property be plainly less, so the making of a just return for the use of the property involves the recognition of its fair value if it be more than its cost."

The provision of Section 15a of the Interstate Commerce Act, as amended by the Transportation Act, is drawn with great care, so that it conforms to the foregoing rules, which must be recognized by all good citizens as the law of the land.

The act also provides a plan of consolidation for the purpose of equalizing the earning capacity of the roads, contemplating a consolidation of all of the railway lines of the country into some twenty well-balanced systems. The fact that Great Britain, in the last year, under a somewhat similar statute, has consolidated all of its railway mileage, composed of some 120 independent companies, into four systems, suggests that perhaps a reasonable plan of consolidation is not impossible.

If such a plan could be perfected, it would remedy perhaps the most serious defect in the present system of government control, whereby, under a rigid schedule of rates, net earnings are inequitably distributed, roads favorably located enjoying excessive returns, while their less fortunate neighbors have a constant struggle to make both ends meet.

The rate and wage provisions in the Transportation Act effectively take from the carriers all authority over these important matters. The prudent exercise of these powers is essential to any sort of successful operation.

Agrees With Constitution and Courts

The taking over of these vast property interests, and the exercise of these great powers, cannot be accomplished without some responsibility on the part of the government, in the way of assurances to the owners of the property that they will receive, as stated by the Supreme Court: "A fair return upon the reasonable value of

the property at the time it is being used for the public."

Section 15a of the act, although most bitterly assailed by critics of this legislation, simply attempts to announce rules wholly consistent not only with the plain language of the Constitution but with the decisions of the courts.

In the fixing of rates, the commission is directed to:

"Prescribe just and reasonable rates * * * so that carriers as a whole (or as a whole in each of such rate groups or territories as the commission may from time to time designate) will, under honest, efficient and economical management and reasonable expenditures for maintenance of way, structures and equipment, earn an aggregate annual net railway operating income equal, as nearly as may be, to a fair return upon the aggregate value of the railway property of such carriers held for and used in the service of transportation."

No Guaranty of Earnings

And, further, the law provides that for the two years beginning March 1, 1920, 5½ per cent on such value shall be taken as a fair return, permitting the carriers, in the discretion of the commission, to earn an additional one-half of 1 per cent, to be used in the construction of additions and betterments. Since the expiration of the two years provided for in the act, the Commission has held that a fair return upon the aggregate value of the railway property will be 5½ per cent, making no special allowance for additions and betterments. This reduces the former percentage from 6 to 5½ per cent. Provision is also made for the return to the government of excess earnings of any carrier over the amount which the act provides shall be deemed reasonable.

This provision, attempting to provide reasonable compensation for the owners of the property, is not in any wise a guaranty of earnings. At most, it is but a legislative expression of well recognized rules of the Constitution, as expounded by the highest courts not only of the nation but of the several states, and is a simple announcement of the rule which most reasonable men not only recognize but believe in, viz., that "private property cannot be taken for public use without just compensation."

Under the provisions of this act, the net return of the railroads has been as follows: For 1920 there was a deficit of .08 per cent; in 1921 the net earnings were 2.95 per cent, and in 1922 4 per cent (estimated). These returns, obtained from the Interstate Commerce Commission, are based upon what are known as book or investment values, but, as will be shown, the book value and the

tentative value placed upon the property of the carriers by the commission are so nearly identical that the figures above given are at least sufficient to determine that since the passage of this act the earnings have not in any wise reached the "fair return" prescribed by the act. The carriers have no way to recoup themselves for the very substantial difference between what they actually earned and the fair return fixed by Congress.

Value for Rate-Making Purposes

The determination of the value of the property held and used for a public purpose is one of very great importance, for on this valuation is determined the rate which the public pays and the return which the owners receive for the use of their property.

It must always be understood that the value upon which the act provides for a fair return is not the book or investment value, nor the stock and bond value, but is, as described in the act, "upon the aggregate value of the railway property of such carriers held and used in the service of transportation."

The Interstate Commerce Commission, under the provisions of the act, is required from time to time to fix this aggregate value. As of December 31, 1919, the Commission fixed this value at \$18,900,000,000, which, with the increase in investment during 1920 and 1921, makes this value, as of December 31, 1921, \$19,412,201,000.

The commission, in arriving at this value, had the advantage of the details of annual reports made since 1888, and the results of the physical valuation of all the railway property, which, under an act of Congress, has been in progress since 1913, an investigation in such detail as to have cost the carriers and the government about \$85,000,000. This inquiry is now so near completion that the commission, having access to its results, may determine with some accuracy what the final valuation will be.

This finding of the commission is, therefore, the only valuation made under the form and with the sanction of law, and must be taken as the basis upon which rates are fixed, until some new valuation is arrived at.

Why Book Value Is Not Taken

Other valuations, for the purposes of comparison, are as follows: What is known as the book or investment value, as of December 31, 1921, aggregates \$20,338,597,657. For obvious reasons, many roads having been constructed so long ago, when uniform systems of accounting were not in force, and many records having been destroyed or lost, this is not of controlling effect.

The stock and bond valuation, based upon

par of the outstanding obligations, is \$20,357,768,754. Some of these obligations are held by the railroads themselves. The Interstate Commerce Commission has found, upon investigation, that the net par amount of stock and bonds, not held by the railroads, but in the hands of the public, is \$16,993,930,263.

The Supreme Court of the United States holds that a fair return cannot be determined either by the amount of the investment in the property or the amount of obligations outstanding, but must be based upon a "fair return upon the reasonable value of the property at the time it is being used by the public," and that value, as fixed by the commission as of December 31, 1921, is in excess of \$19,000,000,000.

Frequent reference, in the public discussion of railway matters, is made to the fluctuating value of railway stock and bonds. These values, many of them speculative, are not and cannot in any sense be made the basis of rate making. Legislation depressing rates below a fair return on the property can easily destroy the entire value of outstanding railway investments.

An impartial consideration of the present rate situation should justify the conclusion that it is not in any wise the result of the Transportation Act, but is the direct result of economic conditions. It is an aftermath of the war, and, if there had been no provision such as 15a, the Interstate Commerce Commission, acting under the rule of the Constitution, guaranteeing to private property just compensation for its public use, would have had to fix rates as high as or even higher than the present schedule.

Why Rates Must Be Maintained

In reaching any sort of fair and impartial conclusion as to why it is necessary to maintain, at least for the present, the existing schedule of rates, you cannot ignore undisputed facts, summarized as follows: When the government took over the property, it was operated so as to return reasonable net earnings; when it was returned operating results exhibited a deficit, and, where the government has taken over the use and control of this property, the obligation so to control and use it as to produce reasonable compensation is unquestioned.

Surely this was what might be properly described as a profound disturbance in the financial condition of the property. A descent in three years from net earnings of nearly \$1,000,000,000 to a deficit of more than \$2,000,000 cannot be accomplished without very grave consequences. It presents a situation which calls for some patience and forbearance on the part of the public while the carriers are working back to normal conditions.

As we get farther from actual war conditions, operating costs are being reduced, and, as these expenses go down, corresponding decreases in rates must follow. The point I want to emphasize is that it is not the Transportation Act that has caused the increase in rates, but this increase is directly attributable to those abnormal conditions resulting not only from war but from the necessity on the part of the government, in carrying on the war, to take over and operate for a considerable period the transportation systems of the country.

Needed to Meet Operating Expenses

The very substantial raise in the schedule of rates made by the Interstate Commerce Commission immediately after the termination of the guaranty period succeeding federal control was necessary to take care of the increase in operating expenses in force during federal control. This increase has been and is now the cause of great dissatisfaction and protest, especially on the part of the agricultural interests, and not without reason from their standpoint.

During the continuance of the war, the abnormal demands at home and abroad for all products of the farm created a situation where unusual prices were readily obtained for all surplus products which the farmer had to sell. Almost immediately after the war, for reasons for which the railroads at least were not responsible, the price of farm products fell within a very short period to practically pre-war prices. Corresponding decreases were not made in other necessities of life, and the farmer found himself in the undesirable and unfair situation of having to sell his products at greatly reduced prices, while the commodities which he was obliged to buy remained at practically war standards.

Now, it is not fair to charge the railroads with this situation. The truth of it is, they are helpless. The present rates are fixed by the government, through the agency of the Interstate Commerce Commission. The present wages are approved or fixed by the government, through the Railroad Labor Board, and the carriers are between these upper and nether stones, continually grinding.

The relief from these conditions does not lie in new and drastic legislation, the effect of which will be to decrease the earnings and increase the expenses of railway operation. The solution of the present difficulties, if the government is to continue in control of this property, should be found through those governmental agencies having jurisdiction over wages and rates. The people, through the government, have assumed this authority, and, if a fair trial is

permitted, upon returning normal conditions, relief in the way of a reasonably lower standard of rates should be obtained.

Some Railroad Burdens

There is somewhat of an anomaly in the relations of the state and federal governments and the railway companies. The cost of the obligations and liabilities the government lays upon the railroads must be paid out of railway income. As the only thing the railroads have to sell is railway transportation, ordinarily increases in the cost of operation must be reflected in increased rates, which, in the final analysis, the public must pay.

The increase in the amount of taxes paid by the railroads, covering a period of ten years, is interesting. In 1911 the aggregate amount of taxes paid by Class I and II roads was \$108,809,512, or \$444 per mile. In 1921 the taxes had increased to \$286,213,871, or \$1,142 per mile.

Again, there is an insistent and in many instances a justified demand on the part of the public for expensive non-productive capital investments, such as track elevation in cities, separation of grades in the country, and building of expensive passenger terminals. For instance, in Iowa, as I recall it, there are about 7,500 surface crossings. To separate the grades at these points of crossing would cost about \$20,000 for each crossing, or a total of \$150,000,000. While an investment of this character would be of inestimable public advantage, but little pecuniary saving would be afforded the carriers. The interest charges and the cost of maintenance would greatly exceed any reduction in claims for personal injuries and the cost of watchmen or mechanical safety devices. In their existing financial condition, the carriers have no credit or earnings out of which this non-productive capital investment could be made.

Again, new and serious competitive conditions are confronting railway transportation, and the irony of the situation is expressed in the fact that the carriers, out of their earnings, are compelled to pay large sums in the creation and support of these highly competitive instrumentalities of transportation.

The capital expenditures for the Panama Canal, incurred by the government up to December 31, 1921, total \$355,734,673.75. A substantial contribution to this very great public expense was made by the property of the carriers, just the same as the property of any other tax-paying person or corporation, residents of this country.

In 1922, 10,884,910 tons of cargo passed through the canal. Ships engaged in coastwise service via the canal carried 2,562,527

tons of this total tonnage. Practically all of this coastwise tonnage would have been hauled by the transcontinental railroads except for the canal. The business passing through the canal is constantly increasing, and water competition in the matter of transportation will become, as time goes on, more and more pronounced.

Some Competition With Railroads

During the period of federal control the government inaugurated a water service on certain inland waterways, and, as a result, is now operating, under the direction of the War Department, lines of steamboats and self-propelling barges on the Mississippi and Warrior rivers. The cost of the investment of the government in this service, up to May 31, 1922, was \$13,988,221.71. The tariff rates charged by this government system of transportation are 20 per cent less than hauls for the same distance by the railroads. Of course, the railroads, in common with other tax-payers, made their involuntary contribution to this service.

Perhaps the most menacing source of competition, especially in less-than-carload freight shipments and comparatively short hauls for both freight and passengers, is the tremendous progress in the construction of good roads, and the unparalleled production and use in this country of gas power vehicles. Recent figures indicate that 84 per cent of the world's passenger cars and motor trucks, or a total of 12,357,376 of such vehicles, is owned and operated in the United States.

The federal government has appropriated, to aid in state construction of good roads, a total of \$350,000,000. Each state, in its various plans for good road construction and maintenance, requires the railroads to bear their proportion of this expense, and it is not unusual to see a highly improved public highway, built at public expense and furnishing a free right-of-way for freight and passenger traffic, paralleling a railroad, and carrying large amounts of competitive traffic, while the railroad is perhaps the largest contributor, in the way of taxes, to this improvement. Instead of getting its right-of-way free, as its competitors do, a railroad is obliged not only to purchase, construct, and maintain its own right-of-way, but to pay large taxes upon its value.

Of course, no one opposes canals, improved waterways, and good roads. They are all essentially public conveniences, necessary to a real and increasing national progress and prosperity, but the fact that these avenues of transportation are supported by substantial contributions from the earnings of the railroads is an element to

be considered in any equitable appraisal of the transportation question.

It is the consensus of opinion among railway experts that, if railroads are to keep abreast of our growing population and increasing tonnage, very large capital expenditures are absolutely necessary in the immediate future. These capital expenditures are required for additional power, freight and passenger equipment, double tracking, side and passing tracks, larger and more convenient terminals for the breaking and making up of freight trains, and there should be a modernizing of railway shops, in the way of installation of new and modern machinery. A railway expert, in describing the need for shop modernization, said:

"The present machinery in many railway shops and engine houses is estimated to be twenty years old, and there is what may be described as a serious deficiency in modern equipment, in standards, and in volume of shop capacity. The machinery should be modernized and capacity increased. This item alone requires a very substantial investment in the way of new capital."

A Joint Congressional Commission of Agricultural Inquiry, composed of ten members of Congress, representatives and senators, in referring, in a report made late in 1921, to the necessity for increased capital investment in railway property, said:

"While it is generally stated that a billion dollars a year ought to be provided to finance railway extensions, new equipment, and improvements, the actual experience since 1908 is that the property has increased on an average of only \$540,000,000 *per annum*. However, in view of the fact that prices of material and labor have increased, and that increased railway property investment has been restricted for several years, at least \$750,000,000 should be spent for several years for the foregoing purposes."

Unless railway credit is restored and strengthened by some definite and permanent plan of government regulation and support, it is difficult to determine how several billions of dollars, which in the next few years should be expended in improving and bringing the transportation up to a high standard of efficiency, is to be raised.

Against Government Ownership

It is undoubtedly true that government ownership of railroads, under present conditions, is more than a mere possibility. Private ownership is perhaps making its last stand. All over the world the doctrines of socialism, sovietism, and the exercise of governmental parental control and authority are making rapid strides. The conservative mind shrinks from the thought

of public ownership of this great industry, so essential to a prosperous national existence.

If railway ownership and operation are thrown into the maelstrom of politics, competition, especially in the way of good service, ceases; the incentive in the way of personal endeavor to succeed is gone; promotion in service would depend upon political pull rather than faithful performance of duties and controlling ability; wages and hours of service would be determined by resolutions in conventions, political or otherwise; extensions and capital investments would depend upon congressional action rather than commercial necessity, and the greatest and most efficient transportation system in the world would be deprived of that irresistible and invincible desire to succeed, born of personal ambition, which is always present in private enterprise, and wholly wanting in the ordinary routine of government service.

No greater mistake, in my judgment, could be made, nor a more expensive experiment be undertaken, than to have the government permanently take over and operate the great railway systems of this country.

Some Available Remedies

In any consideration of the transportation question, the marked difference between the railroads, as a public utility, and an ordinary private enterprise must be constantly kept in mind. Ordinarily in the public discussion of this question, or during political campaigns, this marked difference is lost sight of.

Private enterprise has the benefit of the full scope of individual initiative and the exercise of an unrestricted and discretionary judgment. Railway operation is limited by hard and fast rules not only of congressional legislation but the legislation of forty-eight states, acting independently, within their respective jurisdictions. Private enterprise can reduce operation, resort to new and more lucrative lines of business, or altogether quit if the venture is losing money. Railroads must operate and give what some commission orders is a reasonably sufficient service, and this service must be given whether they make or lose money. If the corporation fails to do this, a receiver, under the direction of a court, will ordinarily take charge of the situation.

Again, the result of a failure to give efficient transportation service is in the end borne by the commercial and agricultural interests, and, as a matter of self-protection, these interests should afford a prompt and generous co-operation in obtaining a high standard of railway operation.

If it is possible, the railway question

should be taken out of politics, and considered by the public as an economic proposition. The railroads cannot be successfully operated by resolutions or platforms of mass conventions.

Again, the railroads should have a reasonable period of repose, to enable them to recover from the disorganization incident to the war. Permanent plans for extended additions and betterments require not only some years in their execution but there must be definite assurances that necessary funds will be available to make payments as the work progresses. At this time railway credit is at a low ebb. There have been for some years no substantial offers of common stock. Whatever money has been raised has been by bond issues, and continued bond issues will destroy the market for and value of stock.

Give Present Act a Fair Trial

The present Transportation Act, while subject to changes that might be an improvement, presents a plan that is fair enough to be given a reasonable trial. Control and adjustment of rates is in the hands of the Interstate Commerce Commission; wages and working rules and conditions are under the jurisdiction of the Labor Board. These tribunals are composed of men who are intelligent and honorable, and are doing their best to bring about a reasonable adjustment of these two most vital issues. They have the time and opportunity to investigate these questions, which is not possible for members of a legislative body.

The return of a normal volume of tonnage, the restoration of reasonable prices, essential to reduce the cost of living to employes and the cost of maintenance to the railroads, will result in gradual and in many instances substantial reductions in operating expenses, with resulting reduction in rates for both freight and passenger service. The railroads have heretofore shown, when given a chance, great recuperative powers.

The progress which the carriers have made since the end of federal control, in the way of reducing operating expenses and a reasonable showing of net earnings, justifies an expression of confidence for the future. In 1921 there was a reduction of operating expenses from 1920 of \$267,952,190. In 1922 there was a further reduction from 1921 in these expenses of \$162,668,302. From an operating deficit in 1920 there were net earnings for 1921 of 2.95 per cent on the value of the property, and in 1922 these earnings increased to 4 per cent (estimated).

If the state legislatures would for a while quit legislating on this subject (for we now

have more railway law than is necessary) and if Congress would declare a legislative moratorium on the railway question for a reasonable period, say four or five years, the Interstate Commerce Commission and the Labor Board would satisfactorily work out a reasonable plan for readjustment in rates, which, coupled with reasonable reductions in the cost of labor and materials and supplies, would enable the railroads again to enjoy a moderate degree of prosperity, on a reduced schedule of rates that "will permit that free exchange of commodities essential to a prosperous and progressive commercial life."

Citizens Must Study Question

In submitting this paper, I have had only one end in view—that is a candid statement of the facts. If the transportation problem of this country is to be settled permanently and on a right basis, the facts as they exist must be the foundation of that settlement, rather than persuasive theories which for the moment may appeal to self-interest, but cannot be the subject of practical application.

I have no purpose or interest in espousing the railway cause, but, as a citizen, and, in a very limited way, a student of the subject, I have a profound interest in the correct determination of the most vital and outstanding problem that is now before this country for solution.

The condition of the interstate carriers at this time is critical. It is the duty of all citizens to give some intelligent consideration to this important question. It is a time for plain talking and straight thinking on this subject. The American people must face the proposition of giving the railroads sufficient support to enable them to continue under private ownership or accept, as the alternative, government ownership.

The carriers of the United States, if given a fair chance, under normal conditions, can and will give efficient and adequate service, at reasonable rates, lower than those that are to be found in any other country in the world.

Natural laws must have an opportunity to restore order out of the chaos of war. Miracles cannot be performed by legislation. You cannot make bricks without straw. The devastating effects of the greatest calamity in the history of civilization cannot be removed over night.

The painful and laborious struggle back to normal times and conditions calls for patience, patriotism, forbearance, and an abiding courage. Remember that, while the railroad is the dry horse of the nation, you cannot beat and starve your horse and have him haul the load.

NEWS OF THE DIVISIONS

GENERAL OFFICES

Office of Vice-President and General Manager

These smiling young women are seen enjoying the snow at Niagara Falls, Sunday, February 25. With the exception of Miss O'Reilly, who is secretary to the chief clerk to Judge W. S. Horton, they are all from the office of the vice-president and the general



manager at Chicago. They are, left to right: Misses Mabel Zimmerman, Mary Tully, Louise Bales, Olive O'Reilly, Florence Nelson, Gladys Carney, Gerda Johnson, Gertrude Talmadge, and Annabelle Doherty.

CHICAGO TERMINAL

E. C. Harper

Chief Accountant

Randolph Street (Marion Pressler)

F. Schultz, stenographer, has been transferred from the terminal superintendent's office to the trainmaster's office at Randolph Street.

The beautiful watch which is given as a prize each year by the W. M. Hobbs Lodge, No. 4, B. of R. T., to the member selling the most tickets for its annual ball and card party, was won by Flagman W. P. LaGuess.

Brakeman E. F. Green, on train No. 1/62, going from Hawthorne to the U. S. Yards on February 6, discovered a broken wheel on IC-31763 at Packers Avenue and promptly reported it.

E. O. Guyton, trainmaster, recently addressed the following letter to Collector W. Hynes: "It is indeed gratifying to know that we have men in our employ who are at all times alert to their duties. We are very much pleased to know of the action taken by you on train No. 311 at South Chicago, March 9, when you no doubt saved the life of an 8-year-old girl who attempted to alight from the train as it approached the north end of the platform. By grasping her clothing and supporting her in mid-air until after the train had stopped, you prevented her from being injured."

Fordham Yard (D. O'Connell)

Some of the Illinois Central co-workers of Miss Lucille Curley, stenographer, office of Terminal Freight Agent A. Frantz, Fordham, pleasantly surprised her with a linen shower at the home of Mrs. T. J. Reid, Thursday, March 15. Miss Curley is to become the bride of P. L. Nolan, Wednesday, April 25.

Another member of the Curley family, William E.

Curley, yardmaster at Fordham, surprised everybody last week by announcing his marriage to Miss Irene A. Hegarty of Auburn Park, which took place November 25, 1922. The young couple will reside at 7306 Evans Avenue.

Central Station (C. Y. Kenny)

His friends mourn the loss of Dining Service Superintendent Daenis of the Michigan Central, who passed away March 7 from a paralytic stroke.

Wildwood Yard (E. Hayes)

William Wasson, chief yard clerk at Wildwood, recently returned from a week's visit to New York, where he attended the 6-day bicycle race. He is an ardent bicycle racing fan.

ILLINOIS DIVISION

Iva Phipps

Office of Superintendent

Employees of the superintendent's office were greatly shocked to learn of the death of J. A. Carruthers of Champaign, husband of our chief file clerk, Minnie Vogt Carruthers. Mr. Carruthers became ill with a heavy cold Tuesday, March 6. It developed into quick pneumonia, and he died the following Saturday. The body was taken to Centralia, the home of Mrs. Carruthers, for burial. Mrs. Carruthers has been employed in the office of the superintendent as chief file clerk for more than four years, having come to Champaign when the division offices were moved here. Mr. Carruthers was the manager of the local Kresge store.

Chief Accountant and Mrs. E. F. Kremer are the proud parents of an 8-pound boy, born Saturday, March 3.

C. H. Behrman has been appointed supervisor at Effingham.

H. C. Hayes, formerly assistant engineer, has been placed in charge of construction work in connection with the grade reduction at Paxton. J. H. Davis of the chief engineer's office has taken the place made vacant by Mr. Hayes' appointment. Mr. Davis was formerly an instrumentman on the Illinois division.

E. T. Anderson, formerly signal maintenance fore-



New courthouse, New Orleans

One Hundred Seven

man, has been promoted to signal inspector, with headquarters at Chicago. R. O. Ringland succeeds Mr. Anderson at Champaign.

Guy Fox has been appointed signal testman at Champaign.

R. J. Truitt, chief timekeeper, has returned to work after an illness of several days.

Mr. and Mrs. J. P. Maddox have a new 8-pound boy at their home. Mr. Maddox is a dispatcher at Champaign.

Champaign Yard Office

(Grayce Ferguson)

Assistant Yardmaster Menifee, who returned to work several days ago after an absence of more than a week, was obliged to stop again on account of not being well enough to work.

V. C. Shelly, assistant chief yard clerk, Champaign, has taken a position in the superintendent's office as timekeeper. Burnett Ely has taken the place vacated by Mr. Shelly.

We are sorry to hear of the death of Mrs. Gordon, wife of Switchman Robert Gordon. Death was due to pneumonia. Mrs. Gordon was the daughter of Engineer Baum.

Kankakee Freight Office

(J. M. Purtill)

March, the "No Exception" campaign month, came in like a lion. In fact, it was a regular cyclone for Kankakee, for when we came to work on the morning of the first we were surprised to find eighteen carloads of merchandise from Chicago and Fordham—six from Chicago, our regular quota, and twelve from Fordham—for working, containing freight for eighteen different states. However, we were not discouraged; we buckled right into the cars and had them all cleaned up by the night of the second.

Melzer Thompson, engine foreman, who has been in the service for more than twenty years in Kankakee yard, is laid up on account of illness.

C. W. McKnight, agent at Paxton, recently made us a pleasant visit with a view to getting a few pointers on the arrangement of our office, so as to know what he wants when he gets his new freight office.

Yardmasters Damon and Brayton, Agent Purtill, Supervisor Gallagher and General Foreman Reideman had the pleasure of attending a meeting held in Superintendent Hevron's office by General Superintendent Patterson March 3. Mr. Patterson gave an interesting talk on the "Prevention of Accidents" and brought out many good points which, if followed by the employees, should eliminate all avoidable accidents.

Delivery Clerk Herman Michaels was recently called to Chicago as a witness in a robbery trial concerning a case of hosiery shipped from Kankakee May 18, 1918.

Gilman, Ill.

(E. T. McCarthy)

District Surgeon and Mrs. D. W. Miller recently returned home after visiting a month in Havana, Cuba, and St. Petersburg, Fla. Dr. A. W. Fordyce acted as district surgeon during Doctor Miller's absence.

William Yaeger's gang is stringing two new telephone lines from Champaign to Gilman and from Gilman to Clinton.

A. J. Kerr, station baggageman, recently returned home after a three months' visit with relatives in the South.

Supervisor E. R. Fitzgerald has moved into his new office.

Patrick Scanlon, engineer on trains Nos. 502 and 505, is enjoying a three months' vacation.

Emmet Clark is filling L. L. Harville's place as second trick operator at the Gilman tower, Mr. Harville having taken the agency at Danforth.

INDIANA DIVISION

Florence McShane

Secretary to Superintendent

Office of Superintendent, Mattoon, Ill.

(Mary Reinschreiber)

Miss Mary Reinschreiber has succeeded Mrs. Zella MacNair Rose in the superintendent's office, the latter going into Trainmaster Keene's office.

The "No Exception" campaign is receiving the earnest attention of all concerned.

Office of Trainmaster, Mattoon, Ill.

(Zella MacNair Rose)

Miss Essie Reams has taken a two months' leave of absence, being relieved by Zella MacNair Rose of the superintendent's office.

Brakeman and Mrs. A. Guess have returned from Florida, where they visited Mr. Guess' father and mother.

Office of Trainmaster, Palestine, Ill.

(Blanche Pugh)

T. J. Jennings, local chairman of the B. of R. T., has reported for work, after being in Chicago several days on committee work.

Yard Clerk Hawkins is off duty on account of a severe attack of rheumatism.

Milo Youngmann, division gardener, is with us again, beautifying station grounds.

A severe windstorm passed over the Indianapolis-Effingham districts March 11, doing considerable damage to buildings and telegraph lines.

J. P. Hanrahan, local chairman of the O. R. C., has returned to Chicago to finish committee work.

Yard Clerk Hendricks, who has been off duty several days on account of sickness, has returned to work.

March being the month of "No Exceptions," everybody on the Indianapolis-Effingham districts is working hard to keep them down.

Local Chairman Conner of the B. of L. E. and Mrs. Conner are sojourning in Florida.

Office of Chief Dispatcher, Mattoon, Ill.

(W. C. Scott)

Business is still good on our division, a great many vegetables now moving over the Indianapolis-Effingham districts.

All agents and operators are doing their very best to help Supervising Agent Walker win the "No Exception" campaign.

Chief Dispatcher Freigo reports a fine and interesting trip over the system in company with the chief dispatchers' committee, many interesting places being visited. They were accorded a hearty welcome by Governor Parker of Louisiana, who made their stay in Baton Rouge most pleasant.

On Sunday, March 11, about 10:30 p. m., a severe windstorm struck the entire division, paralyzing all telephone and telegraph service for several hours. Work trains started out of Mattoon in both directions about 7 a. m., and, due to the good work of District Foreman Berninger and Linemen Williams, Hester and Breyman, communication was soon restored to a great extent. Telephone and public service companies also suffered considerable trouble with their lines.

Operator and Mrs. H. A. Douglas are spending a sixty days' vacation in Florida.

Operator J. A. Lynch, while assisting a neighbor in removing the household goods from his burning home recently, slipped on the ice, fracturing his knee. He is now being treated in the Illinois Central Hospital at Chicago. Reports indicate that he is improving nicely, but it will be some time before he will be able to resume his duties as operator at Mattoon yard office.

W. A. McClure, agent at Bone Gap, Ill., was sick several days in March. He was relieved by Extra Agent Stinson.

Operator C. E. Mehringer, second trick, Indianapolis yard, is on special work handling embargoes. Operator P. J. Martin is relieving him.

Operator C. F. Cochran, Mattoon, Ill., on the night of March 12 was injured when he ran against a tree that had been blown down by the windstorm the previous night, a branch of the tree protruding in such a way as to strike him directly in the eye.

Accounting Department, Mattoon, Ill. (Noriene Quinn)

Accountant Donald McLain attended the funerals of two children of Mr. and Mrs. Walter Easter of this city early in March. Mrs. Easter is a sister of Mr. McLain. Her son and daughter passed away within a few days of each other after an illness of scarlet fever.

E. V. Silbenthal of Springfield, Ill., spent a couple of days in March in the division offices, inspecting comptometers.

Office of Master Mechanic, Mattoon, Ill. (Flora Adrian)

At a business meeting of the machinists, helpers and apprentices, local No. 4 of Mattoon adopted a sick benefit of \$5 a week and an additional 25 cents for each dependent child.

John Althaus, machinist at Mattoon shops, and Mrs. Althaus are the proud parents of twin boys born February 23. These make eleven children in this family.

C. W. Sprague, machinist at Mattoon shops, was married in Chicago February 10.

Stanley Steger, accountant in the storekeeper's office at Mattoon, has been transferred to the storekeeper's office at East St. Louis in the same capacity. Albert Hackleman has been transferred to Mattoon from East St. Louis.

W. O. Scherb has succeeded Roy Toler as clerk in the office of the master mechanic, the latter having resigned.

Agent's Office, Mattoon, Ill. (W. P. Woolridge)

With the return to work of Agent M. Dorsey, after his leave of absence, A. Gorman, who was acting agent, goes back to his former position of chief clerk, and the acting chief clerk, R. E. Welch, resumes his former position as cashier. The transfer was made in time for all to get in a hand on the "No Exception" campaign.

Office of Roadmaster, Mattoon, Ill. (Bonnie Snorgrass)

D. C. Wilcox, rodman, has resigned to accept a position as assistant to the city engineer at Muskogee, Okla. V. B. Olson, formerly rodman at Chicago, has accepted the position left vacant by Mr. Wilcox' resignation.

R. H. Wright, instrumentman, has returned home after having undergone an operation for the removal of his tonsils at the Illinois Central Hospital in Chicago.

H. H. Cordier, formerly road supervisor, with headquarters at Newton, Ill., has been forced to resign on account of ill health. Mr. Cordier entered the service of the Illinois Central Railroad in March, 1896, and for the last six years has been supervisor of the Mattoon district. He is succeeded by S. C. Jump, who has been assistant engineer at Dubuque, Iowa.

Agent's Office, Indianapolis, Ind. (Margaret Clifford)

Miss Helen Wilson, formerly with the Long Island Railroad, Jamaica, N. Y., has taken a position in the local office.

Miss Olive Gibler, formerly in the trainmaster's office at Palestine, Ill., has accepted a position in the local office.

Trainmaster Vane held an interesting meeting with agents, conductors and station forces of the Indianapolis-Effingham districts at the local freight office at Indianapolis, Sunday, February 25. The "No Exception" campaign was the principal subject.

John Griffin, warehouseman, is still confined to the hospital.

Agent's Office, Evansville, Ind. (A. W. Walling)

The J. C. Mendenhall Medicine Company of Evansville, Ind., recently shipped a carload of its cele-



The Mendenhall shipment

brated chill tonic to the Hessig-Ellis Drug Company, Memphis, Tenn. What is claimed to be the largest check ever drawn for one order of chill tonic was paid on February 18—\$11,589.19.

SPRINGFIELD DIVISION

Della Morrison Office of Superintendent

Superintendent's Office, Clinton, Ill.

Talk about surprises! Our office received one when we heard the following about one of our stenographers: Miss Helen C. Benson and Herbert M. Willmore were married Saturday afternoon, March 3, in Decatur by the Rev. R. E. Henry, pastor of the First Christian Church, thus stealing a march on their friends in Clinton. They were unattended and had kept their plans entirely secret. Mrs. Willmore, the daughter of Mr. and Mrs. E. G. Benson of Clinton, has been employed in the superintendent's office since August 3, 1918. Mr. Willmore is a son of Mr. and Mrs. R. G. Willmore of Creek Township. He is employed as a salesman for the Ford agency of Clinton.

R. E. Lewis, operator at Assumption, discovered a brake sticking on a car in train No. 172 on the morning of March 8. His prompt action in having the train stopped and correction made possibly avoided an accident. Mr. Lewis has been commended for this action.

Operator E. S. Coyle, Decatur Junction, has been commended for discovering brakes sticking on a car in train extra No. 2931 on March 5 and taking action to have the train stopped to avoid an accident.

Engineer W. A. Hoff has been commended for discovering a flat wheel in a freight train February 19 and reporting it, thereby possibly avoiding an accident.

Picking up storage coal is in progress at Clinton and should be completed within the immediate future.

Yard engine No. 181 has been turned over to the Staley Manufacturing Plant at Decatur to be used during the period necessary to make repairs to the Staley Company engine. Engine No. 2328 has been

leased to the Lincoln Sand & Gravel Company at Lincoln.

The time of year is fast approaching when housecleaning seems general. Considerable has already been done in the way of decorating the office building. All concerned are anxious for spring to come, so that the alligators, which are at present confined in the basement of the passenger station, may be liberated in the pool in the park, where the little fellows enjoy the incoming and outgoing movement of trains.

Accounting Department, Clinton, Ill. (Ethel Jones)

A miscellaneous shower was given at the home of the Misses Esther and Ethel Jones Tuesday evening, March 13, in honor of a bride, Mrs. Herbert Willmore of the superintendent's office. The house was decorated in green and white, the favors and refreshments being of the same color. Mrs. Willmore received many beautiful and useful gifts. After indulging in cards and dancing, the party broke up at a late hour.

Lee Ely, accountant, was off duty for several days recently on account of sickness.

Trainmaster's Office, Clinton, Ill. (Clara Hoyt)

Misses Gladys and Faye Westerholt, stenographers at the Illinois Central station, entertained the young women clerks and stenographers at their home on Wednesday, March 7, with a card party. The affair was also a kitchen shower for Mrs. Herbert Willmore, who was formerly Miss Helen Benson, stenographer in the superintendent's office, a recent bride. Mrs. Willmore received many nice gifts. At the end of a delightful evening, light refreshments were served and small bouquets of fuchsia were given as favors.

Conductor and Mrs. R. I. Murray left March 1 for an extended visit with friends in the West. They will stop off at Sapulpa, Okla., and Trinidad, Colo., and in New Mexico.

On account of the sickness of trainmen at Amboy recently, it was necessary for the Springfield division to lend to the Wisconsin division fifteen brakemen, some of whom are still at Amboy.

A special train consisting of five cars was handled March 1 from St. Louis to Champaign for the accommodation of the University of Illinois band. The train was in charge of Conductor T. W. Johnson and Engineer Roy Hoyt.

Mrs. Amanda Davis, mother-in-law of Train Baggageman Thomas Duke, died at her home at Cisne, Ill., on March 11.

Oren Chandler, yard clerk, has been granted a 60-day leave of absence for to finish his high school course.

Brakeman Ashel Robb has been commended for discovering a hot box on train No. 18 while it was passing him at Toronto. He reported the discovery to the dispatcher, enabling him to stop the train at East Grand Avenue, where proper attention could be given the hot box.

Conductor B. L. Easley has been commended for the discovery of a broken rail 150 feet north of the south switch at Divernon, Ill., on March 1, reporting the discovery to the dispatcher and also calling the section foreman.

Conductor F. McMahon has been commended for discovering a broken rail at Chestnut, stopping his train and reporting it to the dispatcher, so that arrangements could be made to have repairs made.

Switch Tender H. Zimmerli has returned to work after being off for ten days visiting relatives.

Conductor A. F. Clause is working on local trains Nos. 595 and 596 between East Grand Avenue and East St. Louis in the place of Conductor W. E. Walsh, who is off account of sickness.

Conductor A. Chatam has taken the Clinton-Pana local with Sunday lie-over at Pana, and Conductor

William Baughman has taken the Centralia-Pana local, formerly held by Conductor Chatam.

Chief Dispatcher's Office, Clinton, Ill. (Gladys Westerholt)

The new telephone exchange at Clinton, with a total of eighty-four phones throughout Clinton yard, was put in service Monday, February 26. The operators are Mrs. Ferne M. Smith, Mrs. Vernetta Wasson and Miss Marion Huff. This exchange has been needed for some time, and it is of great help in the operation of Clinton terminal. The Chicago-Clinton telephone, known as No. 681, is now connected direct with the exchange, so that it is possible to reach any department at Clinton through a connection with this wire.

Miss Eva Gilliland, third trick operator at Maroa, who has been on a leave of absence for the last sixty days, has been granted an extension of thirty days on account of continued ill health.

H. N. Spurgin, agent at Waggoner, is taking a few days' leave of absence visiting friends in Pesotum.

E. H. Smith, first trick operator at Decatur, is off for a few days on account of sickness. Mr. Smith has been suffering with the flu.

S. W. Burt is the successful applicant for first trick operator-leverman at Kenney. This vacancy was caused when H. O. Williamson was promoted to train dispatcher.

C. E. Virden, agent at Glenarm, has returned to his work after an absence of about ten days. He was relieved by Russell T. Ward.

H. R. Allen recently worked as agent at Walker for a few days in the absence of R. W. Kinnison, who was called home on account of the serious illness of his father.

B. W. Tilbury, operator in North yard, Clinton, attended the high school basketball tournament at Decatur. Mr. Tilbury's two sons, Owen and Glenn, are members of the team from Weldon.

Along the Line

Oscar Dow, switchman at Springfield, is out of service on account of sickness.

John Neil, switchman at Springfield, has returned to service after being absent on account of the death of his mother-in-law, Mrs. Staley.

C. E. Henson, roundhouse foreman at Springfield, has returned to work after undergoing an operation in the Illinois Central Hospital for the removal of his tonsils.

Omar Yoder, son of Agent Yoder of Litchfield, has accepted a position as fireman and has been assigned to switch engine duty at Springfield.

Engineer Ed Summers of Springfield has returned to work after being absent on account of the death of his father-in-law, C. E. Burns of Quincy.

Policeman Lawrence, who formerly worked around the passenger station at Springfield, has again returned to work at the passenger station.

On account of extra state legislative meetings at Springfield, considerable business has developed, requiring extra sleepers to be used almost every day. Sixty-five delegations have been in Springfield in the last fifteen days to interview the governor on different matters, but mostly on the hard road proposition.

Friends of Frank Jamison, pensioned traveling freight agent, had been wondering about him, as he had not been to call on any of them all winter, but we are glad to report that Mr. Jamison showed up the first warm day.

Ticket Clerk James Moore of Springfield made a trip to Clinton the other day, this being his first trip away from work for about eleven years.

Clinton, Ill., Shops (Flora Drago)

Claire E. Gray, clerk to General Foreman F. J. Holsinger for the last eight months, has resigned

his position to accept a position in the advertising department of the Syrup of Pepsin Company at Monticello, Ill. William Smithers of this city will take the position formerly held by Mr. Gray.

Orville White, messenger boy in the master mechanic's office, has resigned his position and has gone into the shops as a pipefitter apprentice. Charles Walker has accepted the position as messenger boy.

Mrs. John McIntyre, wife of Traveling Engineer John McIntyre, passed away at her home at 1:30 p. m., Wednesday, March 7. She had been ill with pneumonia for about five days. The funeral was held at the Universalist Church at 2:30 p. m., Friday, March 9. The pallbearers were C. W. Shaw, Frank Gallagher, George Wilson, Charles Steger, Cash Abrell and Hobart Beatty. Mrs. McIntyre was superintendent of the Universalist Sunday School, a member of the G. of I. A. and a member of the board of trustees of the John Warner Library. She leaves to mourn her loss her husband and the following children: John, Jr., a brakeman on the Illinois Central; Lyle, a fireman; Walter and Merna, students in the Clinton High School. The esteem in which Mrs. McIntyre was held in Clinton was shown by the beautiful floral tributes and also the remarks made by Rev. Mr. Linton, pastor of the church she attended.

Freight House, Decatur, Ill.

(Helen Krafft)

....Miss Frances Mahon, bill clerk at Decatur freight house, passed away in the Macon County Hospital February 8. Miss Mahon was employed as a bill clerk November 1, 1922, and during her short period of employment had made many friends.

Supervising Agent Plate held an O. S. & D. meeting in Decatur, Ill., February 27 to eliminate exceptions during March, the "No Exception" campaign month. Those who attended the meeting were W. E. Allison, A. J. Berry, F. P. Simcox, W. E. Partlow, A. C. Culp, T. R. Cox, C. W. Donaldson, A. H. Wallace, M. H. Brown, F. L. Giffin and Inspector Peters.

The third annual industrial banquet of the Transportation Club of Decatur was held Wednesday evening, February 28, at the Hotel Orlando. There were about three hundred and fifty persons present. Among the out-of-town guests representing the Illinois Central were William Haywood, general freight agent; L. V. Lanigan, general passenger agent; J. W. Rhodes, foreign freight agent, and R. P. DeCamp, assistant coal traffic manager, all of Chicago; J. F. Heicke, traveling freight agent, Bloomington, Ill.; R. E. Downing, storekeeper, and Agent C. W. Donaldson, Clinton, Ill.; J. J. Stevens, commercial agent, Peoria, Ill.; C. Z. Snell, traveling freight



Clinton, Ill., roundhouse and shops in 1892.



Master mechanic's office and storeroom at Clinton, Ill., in 1892. From left to right: H. Bartlett, storekeeper; L. E. Freelove assistant timekeeper; W. F. Gorman, timekeeper; Miss Anna Griffin, operator; W. B. McKenna, master mechanic.

These pictures of the old roundhouse and shops at Clinton, Ill., taken in 1892, were handed in by Engineer L. E. Freelove, who is assigned to passenger runs Nos. 536 and 523 between Springfield and Clinton. He started to work for this company at the oil house just back of where all the oil barrels are seen, and part of his work was to take care of the oil light at the extreme right of the picture, which was placed so as to throw light on the oil barrels.

agent, and Freight Agent M. H. Brown, Springfield, Ill.; F. P. Simcox, agent, Pana, Ill.; G. W. Rolland, agent, Moweaqua, Ill., and Roy Wolf, traveling freight agent, Mattoon, Ill.

Rantoul, Ill.
(M. Sheahan)

Time and conditions bring about the serious thought of systematizing work in order that it may be done in the most economical manner. For example, in organizing steel gangs the best possible men should be selected, those who are familiar with and adapted to the laying of rail. After a gang has once been organized, it should be kept at this work at all times, when possible, being moved from one division to another, if necessary, because as men become more familiar with the laying of rail personal injuries and train accidents decrease proportionately. There should be two or even three mechanical devices for unloading and loading rail in order that the best results may be obtained and the train service reduced to the fewest hours possible; slow progress is made when only one mechanical device is in use. Man power is going to be at a premium, and there can be devices perfected with which spikes can be pulled, ties adzed, spikes driven, bolts tightened and unbolted, etc. When devices of this kind are perfected, the cost of rail laying can be materially reduced.

R. E. Kornmeyer of Tomlinson is absent from his duty as agent on account of illness.

Yard Office, Clinton, Ill.
(Joe Swearingen)

Joe Daniel, yard clerk, is out of service on account of illness.

E. J. Foley, yard clerk, has returned to service after being absent several days.

C. E. Grant and John Reid entered the service of this company as switchmen March 11.

Yardmaster Emmitt has returned to work, after being absent on account of sickness.

Yard Clerk Ben Miller is again in service, after an absence of one month on account of sickness.

An additional yard clerk has been assigned to duties in the east yard at Clinton on account of the heavy business.

R. F. Smith, switchman, is out of service on account of sickness.

Road Department, Clinton, Ill.
(John Phillips)

On account of ill health, Section Foreman James Wood of Lodge, Ill., retired from active service on March 15. He entered the employ of the Illinois Central as a section laborer August 23, 1900, and on August 23 of the same year was made foreman. He was born in Indianapolis, Ind., October 15, 1854, and is now more than 68 years of age. It was his desire to remain in our employ until he reached the age of 70, but on advice received from his physician he decided to retire. All of his work with the Illinois Central was on the Havana district of the Springfield division at Lodge and Deland. Section Laborer Henry Buse, Burtonview, was promoted to foreman and given the Lodge section March 16.

Section Foreman David Coay has been placed in charge of Section N-1, Champaign, a position made vacant by the retirement of Section Foreman Thomas Hughes. Mr. Coay was formerly located at Monticello. Foreman Malin Taylor of Teheran, Ill., was transferred to Monticello March 15.

Freight Office, Springfield, Ill.
(Ann Merriman)

James R. Brown, recently retired, has been employed as crossing flagman for a great many years and has now reached the age of 74 years 11 months.

The ceiling in the freight office has been given

several coats of white paint and is now much lighter and cleaner looking.

Bruno Eggert, cashier, was absent from the office February 26 on account of sickness. This was the first time in nine years of service that Mr. Eggert was off duty on account of sickness.

The coal billing, which was formerly done at East Grand Avenue under the supervision of Yardmaster Clark, has now been transferred to the freight office, under the supervision of M. H. Brown, agent.

A meeting called by Agent Brown was held with the entire warehouse force in the interest of the "No Exception" campaign for March. Everyone agreed to do his best and keep exceptions down to the lowest possible minimum.

John Kiser's death on February 1 came as a great shock to all his fellow workers, as he had only a short illness. He was employed as a trucker in the warehouse for the last four years. His body was removed to Lincoln, Ill., for burial.

Pana, Ill.
(C. L. Antisdell)

Ray R. Proffitt, who has been day baggageman at Pana for the last ten years, has resigned to accept a position with the Byers Automobile Company of Pana. A. R. Simcox has been assigned to the position of baggageman.

Miss Nevah Howell, formerly manager of the Van Noy newsstand in the Pana passenger station, has resigned to accept a position with the *Pana Daily Record*.

Freight Office, Clinton, Ill.
(Anna Murphy)

Dale E. Long, demurrage clerk, has returned to work, after being absent on account of illness.

Curtis L. Burton, check clerk, and Miss Etta Connor of Decatur were married February 27. They will reside in Clinton.

Calvin Long, who has been employed as check clerk at Clinton, has accepted a position as bill clerk in the Decatur freight office.

Edward J. O'Brien, receiving clerk, has returned to work, after being absent on account of illness.

Decatur, Ill., Yard
(Fon Hale)

E. L. Hale, engine foreman, who has been off duty since February 14 with an attack of pneumonia, is now convalescent.

A new yard clerk position has been created and is being filled by Yard Clerk William Ryerson.

ST. LOUIS DIVISION

J. W. Brown

Office of Superintendent

Former Assistant Engineer A. A. Logue has been transferred to the chief engineer's office, Chicago, in connection with the new 12th Street station work. Mr. Logue's family will move to Chicago in the near future.

Tom King, B. & B. carpenter, noticed a brake beam dragging on one of our locals near Reeds Station, February 7, and made the necessary report, preventing, no doubt, a serious accident.

Leonard Charles and Miss Erma Bilderback were married at Murphysboro, Ill., February 23. Mr. Charles is a locomotive fireman on the St. Louis district. Mrs. Charles is the daughter of Mr. and Mrs. John W. Bilderback of Carbondale. They will reside in Carbondale.

Charles Johnson, material clerk, was taken to Holden Hospital, Carbondale, March 11, and operated on for appendicitis. He is rapidly recovering.

Ralph Gurley, yard clerk, Mounds, and Miss Elizabeth Brest of Ullin, Ill., were married at Anna, Ill.,

recently. Mrs. Gurley is a trained nurse. They will make their home at Mounds.

Consolidation of the three Franco coal mines in Williamson County, Illinois, with a capitalization of a million and a half dollars, was announced at Marion, Ill., February 27, by R. B. Mitchell of Marion, vice-president and general manager of the new corporation, known as the Cosgrove-Meehan Coal Company of Illinois. When fully equipped the mines will have a 2,000,000-ton capacity.

Mrs. P. Mainor died at her home at Granite City, Ill., March 7. She was the daughter of H. C. Larson, file clerk, and a sister of Harry Larson, supervisor's clerk, Carbondale.

The windstorm the night of March 11 did much damage to telephone lines and other property on the St. Louis division. It blew down the smoke stack at Big Muddy pumping station just before passenger train No. 23 reached that point. No serious damage resulted, however.

Mrs. W. Atwill arranged a pleasant and complete surprise birthday party for Superintendent Atwill the evening of March 13. There were several Illinois Central division officials present.

Freight Office, Mounds, Ill.

(T. A. Shaffer).

Weighmaster Ed Dunn and family have just returned from a visit with their son, Ralph, who now lives in California. Ralph was formerly an employee of the Illinois Central at Mounds.

Adelbert Matthis and Richard Schneider, clerks, spent a few days recently in New Orleans.

T. D. Walker, formerly clerk in General Foreman Keller's office at Cairo, has accepted a position as chief clerk to General Foreman Elsner at Mounds.

Freight Office, Herrin, Ill.

(H. L. Tygett)

John McEwin, traveling car agent, was in Herrin March 7 on special business. This is the first time "Jack" has been here for several months.

The new office quarters of Trainmaster D. H. Miller, recently appointed, have just been erected near the yard office at Herrin. The new furniture will be received in the near future.

Transportation Department, Centralia, Ill.

(Grayce Baysinger)

Switchman Harry Oberst, who is making an extended visit in Fresno, Calif., will be accompanied home by his mother, Mrs. Harriet Oberst, who will make her home at Centralia.

M. C. Shugrue, conductor on the Illinois division, who resides at Centralia, is improving slowly after an operation at St. Mary's Hospital, Centralia.

Chester Richardson, brakeman on the St. Louis division, was recently married and is spending his honeymoon at New Orleans.

Switchman A. J. Douglas has gone to the hospital at Chicago for further treatment on account of a fractured leg.

W. B. Wright, former conductor on the St. Louis division, who has been living at Carbondale for several years, has moved back to Centralia and has accepted a position as baggageman running south out of Centralia.

Howard Courts, former caller, has accepted a position as yard clerk at the yard office.

Brakeman S. L. Craver is in St. Mary's Hospital at Centralia on account of an injury sustained at Bois, Ill., March 12.

Frank Rickards has accepted a position as yard clerk.

Switchman H. F. Buda, who has been off duty on account of an injury, is able to be back at work.

Freight Office, Benton, Ill.

(W. D. Brotherton)

Switchman Charles F. ("Dutch") Settlemyre of Benton was nominated for city commissioner of Benton at an election held March 14.

WISCONSIN DIVISION

J. A. O'Neill

Office of Superintendent

Superintendent's Office, Freeport, Ill.

(Theresa Johnson)

G. S. Rought, trainmaster of the Freeport and Madison and Dodgeville districts, has been selected as a member of the board of examiners which will have charge of the re-examination of all the employees in the transportation department of the Illinois Central System, the re-examination to begin on April 1. The choosing of Trainmaster Rought as one of the members of the board of examiners is an honor of which the employees on the Wisconsin division are proud. Mr. Rought has been with the Illinois Central for thirty-three years. He began work for this company May 5, 1890, as a brakeman, later was promoted to conductor and in 1904 was promoted to assistant trainmaster, St. Louis division. In 1909 he was made trainmaster of the same division, and



Safety meeting of the bridge and building department held at Freeport, Ill., February 10.

on October 1, 1917, he was appointed trainmaster of the Wisconsin division.

Thomas J. Reardon of Freeport, a former employe of the Illinois Central, passed away Sunday, February 18. Mr. Reardon was a member of E. B. Carr Lodge No. 115 of the B. of R. T.

Accounting Department, Freeport, Ill. (Catherine Rodemeyer)

Lillian Grace, telephone operator, has been visiting friends and relatives in New York.

Isabel Guggler, accountant, has returned to work after spending a week in St. Francis Hospital, where she received treatment for an infection in her right foot.

The grip has had its share of victims the last few weeks—C. H. Crowell, chief accountant; LeRoy DeGraff, assistant timekeeper; Frances Farnum, accountant; Marguerite Doyle, clerk to the trainmasters; Mable Lordan and Theresa Johnson, stenographers. They have all fully recovered and are back at their respective positions.

We are pleased to announce the death of Leander Roberts, father of Nicholas Wilkey, stenographer, who died February 25.

Road Department, Freeport, Ill. (Frances Manion)

Effective March 1, Instrumentman O. I. Van Arsdale assumed the duties of assistant engineer on the Minnesota division, in place of Assistant Engineer S. C. Jump, transferred to other duties. Rodman Rodeberg of the Minnesota division has succeeded Mr. Van Arsdale.

Favorable mention has been placed on the efficiency record of Section Foreman George Doelling, South Addison, for discovering a break beam down on ASD-632 while it was passing Swift in 'extra No. 1775 on February 12.

MINNESOTA DIVISION

Lucille Sims

Secretary to Superintendent

Mrs. L. E. McCabe, wife of the superintendent, has been spending a month in Los Angeles, Calif.

A daughter, Helen Orlina, arrived March 12, to gladden the home of Mr. and Mrs. Frank Saunders. Mr. Saunders is assistant accountant in the superintendent's office.

G. A. Saunders, chief accountant, has just returned from Rochester, Minn., where he was called by the illness of his mother.

With deep regret we announce the death of Miss Anna Brauhn, assistant tonnage clerk in the superintendent's office. Miss Brauhn entered the service October 1, 1918, and was in service until her death, February 23. She was born at Epworth, Iowa, but moved to Dubuque in her early childhood. She is survived by one sister, Ida. Another sister, Mrs. Lulu M. Thompson, preceded her in death one year ago. The funeral services were held Sunday afternoon, February 25, at the residence, 1091 West Fourteenth Street. Burial was in Linwood Cemetery. Miss Brauhn was a woman of fine character, whose quietness of manner and kindness gained for her many friends among the office employes.

The mother of J. L. Pixley, operator, died March 9, at Northwood, Iowa.

Mr. and Mrs. Floyd Belscamper are rejoicing over the arrival of a baby girl, born Sunday, March 11. The little miss is to be called Genevieve Mae.

Agent and Mrs. F. E. Conca of St. Ansgar are touring the New England states.

Mechanical Department, Waterloo, Iowa (Hazel Joyner)

Pensioner F. G. Wagner died at Waterloo March 13. Pensioner W. D. Melsa passed away February 21.

He was formerly employed as engine dispatcher at Cedar Rapids, Iowa.

Mrs. B. P. Schou, wife of an Iowa division engineer, died recently.

Fireman J. H. McGrane has purchased a new home on Dawson Street.

Engineers E. S. Jessup and George Hackett have returned to work after leaves of absence on account of sickness.

Henry N. Seeley, general foreman, is the proud daddy of a baby boy, born March 6.

Tuesday evening, February 13, the shopcraft associations of Waterloo gave a "get acquainted" dance at the K. of P. Hall. A cordial invitation was extended to all.

Trainmaster's Office, Dubuque, Iowa (Marion Coffey)

Flagman W. J. Somerville has returned to work after being in the Chicago hospital for some time.

Train Baggage man and Mrs. S. A. Teeple are enjoying an extended visit at Hot Springs, Ark.

Freight Office, Dubuque, Iowa (Grace Phillips)

Miss Lucille Gehrig, comptometer operator, rate bureau, who had her tonsils removed at Mercy Hospital recently, has resumed her duties and is much improved in health.

Agent and Mrs. J. E. Allison have returned from a visit in Miami, Fla.

We give due credit to the painters for the splendid appearance of our office since it has been redecorated, and we do not think we will have any trouble in keeping up our reputation of having the most pleasant freight office on the division.

Maintenance of Way Department (H. E. Shelton)

Effective March 1, O. I. Van Arsdale was appointed assistant engineer on the Minnesota division, with headquarters at Dubuque, succeeding S. C. Jump, who was made supervisor at Newton, Ill.

R. L. Mainard of Atlanta, Ga., has been appointed rodman to succeed Roy Rodeberg, who has been promoted to instrumentman on the Wisconsin division.

James Costa, section laborer, who was injured recently while sweeping snow from switches, is on the road to recovery.

Ed Lynch has departed for an extended vacation in Florida and Cuba. Mr. Lynch is chief clerk to Roadmaster Rhoads.

Car Department, Dubuque, Iowa (Harold Hilbert)

Engineer W. A. Titus is making a tour through the West. He will meet Mrs. Titus at Los Angeles, Cal., where she has been spending the winter.

Richard Boughton, hostler, who underwent an operation for appendicitis recently at Mercy Hospital, is now convalescing at his home on Mount Loretta Avenue.

Clifford Massey and Evelyn Thopp were married by Justice Green on March 2 at Dubuque. Mrs. Massey is the niece of Section Foreman Finch, and Mr. Massey is oilhouse man. The newlyweds are residing with the groom's parents.

Henry Hickie, cinder pit man, lost his sister, Mrs. Theodore Childs of Galena, March 4.

Waterloo Terminal and Albert Lea District (Frank Hardy)

Conductor R. C. Walker, recently granted a leave of absence, has been making a tour of the West. He writes: "I expect to reach Waterloo about the middle or latter part of March. The fruit crop in California is showing up well. I got in touch with the Fruit Growers' Association, and I think the Illinois Central is going to get the bulk of the business, as they were satisfied with the good record we made

in 1922. Saw Hart Bankson, C. Crowley, J. Shan-wise, Bill Kane and many others at the Iowa Picnic the 22d."

Conductor W. D. Taylor, after a forced vacation, has returned to Waterloo. Mr. Taylor spent several days in Kentucky for the betterment of his health and says that it did wonders for him, especially the outing that he had while on a couple of fox-hunting trips.

Conductor H. T. Johnson has just returned from an extended trip in the North and Northwest.

F. A. Hunt, local chairman for the O. R. C. at Waterloo, is again in Chicago on committee work.

P. J. Olds, supervisor's clerk, Albert Lea district, located at Waterloo, recently returned from Chicago after spending a couple of days of interest at the Railway Equipment Show.

The Waterloo yard men are contemplating occupying new quarters, which will take the place of the old switchmen's shanty. Plans are now in progress for a large switchmen's shanty, with everything but a shower bath.

We extend our sincere sympathy to Conductor R. A. Rust in his bereavement through the death of his mother at Lisbon, Wis.

Road Supervisor G. W. Parker, Waterloo, Iowa, was a visitor at the Railway Equipment Show at Chicago. He was very much impressed with the many improvements that have been made in the line of roadway equipment.

Switchman H. F. Sutherland recently made an overland trip from Waterloo to Cedar Rapids, visiting several other cities of interest, covering several hundred miles with his motor car. On his return he said he was glad to get back to Waterloo, as the roads in several places were almost impassable.

Store Department, Waterloo, Iowa (W. E. Barnes)

The bins in the storehouse are being arranged in conformity with the new loose-leaf stock books which have recently been installed in all storehouses on the Illinois Central System. The aim is to have material come in order in the bins in accordance with the order in which it appears in the new stock book. The new arrangement will also admit more light.

C. W. Blaser, roadway stockkeeper, is now in the Chicago hospital; L. E. Gerholt, scrapman, is also in the hospital at Chicago; Martin Keiley, oilhouse man, is confined to his home with the grip.

George S. Wise, veteran employee of the Illinois Central, died at his home, 337 Vine Street, Waterloo, Iowa, March 9. He was born at Brownsville, Pa., March 15, 1852, the son of Mr. and Mrs. Freeman Wise. He came to Iowa in 1874.

Mr. Wise married Miss Mary P. Bond March 16, 1879, at Charles City. To this union three children were born, all of whom are living. Mrs. Wise died October 3, 1915, and Mr. Wise married Miss Nellie Barlow April 8, 1917, at Minneapolis. He had resided at 337 Vine Street ever since coming to Waterloo.

Mr. Wise was an employee of this company for nearly forty years, serving as bridgeman on the Minnesota division and later as supervisor of bridges and buildings. The last few years of his service with the company were as stockkeeper in the store department, Waterloo, Iowa, and in this capacity he was retired on pension in 1913.

Surviving, besides the widow, are two daughters, Mrs. H. E. Dunham of Minneapolis and Mrs. J. A.

Taylor of Des Moines, and a son, D. H. Wise, Washington, D. C. Two brothers also survive, E. F. Wise of Waterloo, who is spending the winter in California, and William Wise, a resident of California.

Mr. Wise was affiliated with Grace Methodist Episcopal Church and Waterloo Lodge, No. 105, A. F. & A. M. He also was a member of the Iowa Veteran Railway Men's Association.

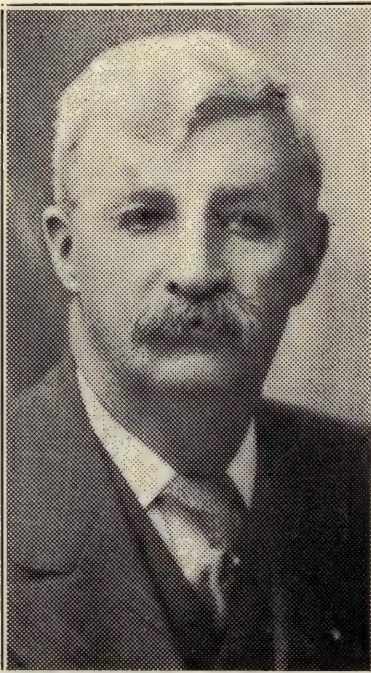
Funeral services were held Monday afternoon, March 12, at the Grace Methodist Episcopal Church, with Dr. A. B. Curran officiating. Burial was in Fairview Cemetery, Waterloo.

Waterloo, Iowa, Yard (J. A. Joyner)

B. J. Stohr, yard checker, is the proud father of a baby girl.

J. A. Joyner, chief yard clerk, came to work the other morning in a new motor car he had purchased.

Yardmaster H. O. Dahl's article on yard operation which was published in the March issue of the *Illinois*



George S. Wise



Galena, Ill., from the west



"As per your request that appears from time to time in the magazine for pictures of interest, we are enclosing three pictures of one of the best engines (we think it is the best) that was ever placed on wheels," write Engineer E. J. Cherney and Fireman G. H. Perrigo of Waterloo, Iowa. "The name 'Old Reliable' surely applies to this engine in every respect, as she is always ready and on the job 100 per cent." The magazine is always glad to receive photographs of interest to its readers.

Central Magazine was republished by the *Waterloo Evening Courier*.

Yard Checker W. R. Baumgartner has been transferred to the Minnesota division as brakeman.

J. W. Murphy has been employed as yard checker at Waterloo in place of W. R. Baumgartner.

Gerald Knudson, son of an Iowa division conductor, has been employed as an extra caller at Waterloo yard.

Fred Meyers, caller at Waterloo yard, has again placed his motor car on the pavement for the summer, after a careful overhauling in his basement during the last winter, assisted by Fred A. Hunt, Jr., yard checker.

Jud Joyner announces an increase in the family—a new brother-in-law. His sister, Jessie L. Joyner, formerly employed in the Waterloo freight office, was married to Calvin M. Green on Sunday, March 11.

We are sorry to learn of the illness of Mrs. Susan Quinn, mother of Kathryn Quinn, who was formerly car record clerk at Waterloo yard.

Heavy snow on the night of March 11 partly demoralized freight service on the Minnesota division, on account of considerable wire trouble.

Cars handled in February, 1923, totaled 57,913, as compared with 46,445 for the same period in 1922.

Employees favorably commended for meritorious work recently include: Conductor W. A. Delaney, six inches broken out of wheel on car, car set out and repairs made; Agent I. L. Hobson, Winthrop, brake rod dragging, train stopped and rod taken down; Agent J. W. Benda, Peosta, pair of wheels sliding on car in passing train, train stopped and irregularity corrected; Agent L. R. Fear, Earlville, brake rigging dragging on car, train stopped and brake rigging removed; Operator E. C. Herrling, Charles City, wheels sliding under car, train stopped and matter remedied; Section Foreman William Charley, Scales Mount, flat wheel on car in passing train, train stopped and car set out; Signalman David Ames, East Dubuque, loose wheel on car, wheel tightened; Agent E. A. Hoester, Plainfield, brake beam wedged in frog at spring rail, had it removed; Section Laborer James Allendorf, East Dubuque, broken wheel on car in passing train, train stopped and car set out; Brakeman B. W. Trego, Delaware, broken arch bar on car, car set out. [Note: The magazine is glad to publish the names and actions of employees who do such commendable service for our railroad, particularly when the occasion is something outside of the regular line of duty of the employees.—EDITOR.]

One Hundred Sixteen

IOWA DIVISION

Emmett Coffey,

Chief Clerk to Roadmaster

Waterloo District

(Mary Christensen)

Foreman and Mrs. J. H. Furino of Cedar Falls were called to Chicago recently by the death of Mr. Furino's father.

Mr. and Mrs. William Hoyer of Ackley returned recently from an enjoyable trip in the West.

James Abbot of Fort Dodge has accepted a position as assistant track foreman at Webster City.

Mr. and Mrs. James Collura of Cedar Falls spent several days in Chicago recently, being called there by the death of a relative.

KENTUCKY DIVISION

Anne Sweeney,

Office of Superintendent

Office of Superintendent, Louisville, Ky.

Mrs. Guy M. Ashmore and two little sons, Guy, Jr., and Byron, have returned from a trip to New Or-



At Fort Dodge, Iowa: 1, M. A. Tracy, supervisor of signals; 2, P. E. O'Connell, track supervisor; 3, Emmett Coffey, chief clerk to roadmaster, Iowa division editor.

Illinois Central Magazine

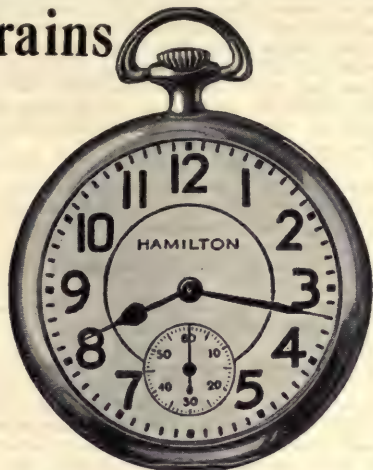
The Watch that Times America's Fastest Trains

THERE is a "crack" train on every road that is scheduled to "a Mile a Minute" or better, and it's two to one that you'll find that train timed by a Hamilton Watch.

The Hamilton is the Railroad Timekeeper of America simply because it has been tried and proved by performance in railroad service.

The accuracy of the Hamilton is inherent—built in it—as is also that sturdiness which enables it to stand railroad usage.

And so it is that such trains as the Twentieth Century Limited, the Broadway Limited, the Chicago-Washington-New York Limited, the Santa Fe DeLuxe and the Olympian keep to their swift schedule on Hamilton time. Railroad men everywhere appreciate Hamilton accuracy, and no matter if your job is in the coach or engine cab of a "Flyer" or a branch line "Accommodation," the Hamilton is the watch that will keep you to schedule.



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This is a Sixteen Size, 21 Jewel Model, having a truly phenomenal record for accuracy. Ask to see it at your jeweler's. It will better than pass inspection on all railroads.

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Hamilton Watch

"The Railroad Timekeeper of America"

HAMILTON WATCH COMPANY
LANCASTER, PENNA., U. S. A.

leans, where they attended the festivities in connection with the Mardi Gras.

R. D. Miller, chief accountant, has returned from an extended trip through Florida. Mr. Miller visited, while in St. Augustine, Mr. and Mrs. Eugene Crouse, both of whom were formerly employed in this office, and C. E. Combs, formerly traveling auditor for the Illinois Central.

B. M. Skees is working in this office as clerk, a position formerly held by Neal Sisk, who has accepted a position with the States Corporation at Central City, Ky., which is working on the new line between Dawson Springs and Central City.

Plans are under way to reorganize our baseball team. While no line-up has as yet been definitely decided on, we have joined the Inter-City League and expect to start playing April 15.

J. R. Blanchflower and L. A. Anderson, traveling auditors, were at Louisville recently checking L. & N. bills for the use of facilities at Henderson and Evansville. This is Mr. Blanchflower's first visit to Louisville since he returned from France.

Joseph E. Barry has been appointed secretary to Superintendent T. E. Hill.

Broadus Cunningham has returned to the office after an illness of several days.

Mechanical Department, Louisville, Ky.

(G. W. Shaughnessy)

"Safety First" meetings held at Louisville prove successful. The locomotive and car departments went through February and the first ten days of March with only one slight injury. Besides the regular safety meetings held with all employees, all foremen are constantly keeping "Safety First" before their men at all times.

The Association of Machinists sent out invitations for a big meeting Friday, March 16. The machinists here claim their local is the first 100 per cent local on the system.

Boiler Foreman J. W. Hughes has returned to work, after being off duty on account of an injury to his ankle.

Thomas A. Kilkelly, employed as a flagman at Louisville, was struck and fatally injured in front of his home at 8:20 p. m., March 14. Mr. Kilkelly was just leaving his home on 15th Street, near Maple Street, and had just stepped off the sidewalk to cross the street when a high-powered automobile came upon him without warning and struck him. He was picked up and taken to St. Mary and Elizabeth's Hospital, where he was attended by Company Surgeon F. T. Fort. Mr. Kilkelly died from his injuries about 10:30 p. m., two hours after being struck.

Mr. Kilkelly was first employed as fireman at Louisville, August 23, 1917, and resigned September 1, 1922, to accept a position as brakeman with the Pennsylvania Lines. He returned to the Illinois Central as a flagman in January, 1923.

He was a great lover and fancier of bull dogs, was the owner of several prize winners and spent most of his time off duty with his pets. He served one year with the 311th Cavalry in the World War. Mr. Kilkelly was a member of the B. of L. F. and Louisville Council No. 390, Knights of Columbus.

Funeral services were held at Sacred Heart Church, Louisville, Saturday, March 17. Mr. Kilkelly is survived by his mother and five brothers,



Thomas A. Kilkelly

Gus, William, James, Robert and Estill, all of Louisville.

Princeton, Ky.

(Sudie Cash)

C. L. Groom, formerly chief clerk to Chief Dispatcher Eaker, who is now at Danville, Ind., studying law, recently spent the spring vacation with his parents. He says he is doing fine and hopes ere long to be a full-fledged lawyer.

Traveling Engineer Joe Ryan, who has been on the sick list, is now out and able to be at his post of duty.

Operator G. R. Newman has been down with the flu, but is now on the road to recovery.

The rain and windstorm which visited this country Sunday night did considerable damage, blowing down houses, barns and the like. No very great damage was done at Princeton, however.

Miss Mabel Hoover, telephone message operator, who has been absent from duty on account of the illness of her mother, is back at work.

I. H. Stevens, traveling time inspector from Chicago, who is now connected with the Joseph E. Nelson Company, spent the week-end recently with relatives in the city.

Signal Department

(J. P. Price)

J. A. Sauer, signal testman on the Kentucky division, has been promoted to signal inspector, with headquarters at Memphis, and has left for Memphis to assume his new duties.

Signal Foreman C. C. Sauer has moved his outfit to Central City to take care of the signal work in connection with the construction of new main line, yard and terminal facilities at that point.

Signal Foreman A. M. Pfeiffer is located at Henderson, making repairs to the Henderson interlocker.

The States Corporation Company, contractor in charge of the yard and terminal work at Central City, has moved its equipment into Central City and has started the grading work for the new yard at that point. The change of main line through Central City will necessitate a new signal arrangement between Nelson and Mercer.

A. Guthrie & Company, contractors in charge of the grading work on the new main line between Central City and Dawson Springs, are moving their equipment into Midland, Madisonville and Charleston. About three miles of track have been laid on the old Providence grade out of Dawson Springs, and the new grade work will be started this month. This new line will, when completed, be protected by automatic block signals.

E. J. Davis, signal testman, is now engaged in making the annual tests on Style "K" automatic signals.

C. L. Bromley has returned to his position as signal maintainer at Princeton.

Bell Frymire has returned to his position as assistant signal maintainer at Grand Rivers.

Leighton Keys, who was relieving Mr. Frymire at Grand Rivers, has returned to Signal Gang No. 1.

J. C. Martin, who was engaged on the new construction work at Nortonville, has returned to his position as signal maintainer at Rockport.

Valley, Ky.

(Alice E. Meadows)

The following employes have been at Paducah Hospital: Miss Jennie Prichard, Dyersburg, Tenn.; Mrs. Buel Burgess, office of superintendent, Fulton, Ky.; Miss Geneva Thompson, daughter of section foreman, St. Charles, Ky., who was operated on for appendicitis.

A 9-pound boy was born March 2 to Mr. and Mrs. L. F. Lewis. Mr. Lewis is train baggageman at Louisville.

Miss Alice E. Meadows, the agent at Valley,

has resumed work at Valley, after a short leave of absence on account of illness, during which she was in the Illinois Central Hospital, Paducah, Ky.

Mrs. E. Murphy, agent at Pleasure Ridge Park, Ky., resumed work March 2, after spending a month at Odessa, Texas, with her daughter, Mrs. C. H. Combs, who was formerly agent at Valley, Ky.

Local Freight House, Louisville, Ky.

(John T. Higgins)

A meeting was held Sunday, February 18, to stimulate interest in the "No Exception" campaign during March. Representatives from all departments interested in the handling and billing of freight were present. Reports of former months issued by Mr. Richmond were read carefully for the close observance of all, and stress was laid on each item separately by explaining just what should have been done to avoid the occurrence of the exception registered against each shipment. Supervising Agent Thomas gave a short talk on the accomplishments of individuality coupled with team work.

Mr. and Mrs. John A. Bruckert are the proud parents of John A. Bruckert, Jr., born February 27.

Charles T. Goss, Thomas Myrick and William J. Mulloy recently succeeded to positions as check clerks. Mr. Goss was promoted from correction clerk and Mr. Myrick and Mr. Mulloy from laborers.

Other promotions bulletined were those of Michael Welch to correction clerk in the car record department, Martin Berger to assistant O. S. & D. clerk, Edward Dolan to review clerk.

New names appearing on our roster are those of George T. Olliver and George H. Mulhall, both employed as messengers.

TENNESSEE DIVISION

Rufus Kemp, Jr.

Office of Trainmaster

J. M. Hoar, assistant engineer, Fulton, Ky., has been ill for several weeks and is now in the Illinois Central Hospital at Paducah, Ky., where he hopes to recover at an early date.

J. W. Hillman, accountant in the superintendent's office at Fulton, has resigned his position and is now selling stock for the Piggly Wiggly Company.

Herbert Rankin, clerk in the superintendent's office at Fulton, has been granted a leave of absence and will take his wife to California on account of ill health.

Master Mechanic's Office, Jackson, Tenn.

(May Ransom)

A pretty wedding ceremony was read by Doctor Cox in the Second Baptist Church at Jackson, Tenn., on February 8, when Miss Louis Glisson became the bride of Fred H. Young. Mr. Young is employed in the accounting department at Jackson. The bride, who is the daughter of Mr. and Mrs. J. H. Glisson, is a pianist of ability, having had an art studio in Jackson for several months. After a 10-day visit to Jacksonville and Palm Beach, Fla., they are now residing in the McClish apartments on Poplar Street.

J. C. Staley, engineer, who was injured in a rear-end collision at Sharon, Tenn., January 28, is still confined to the Crook Sanatorium, but is reported to be getting along nicely.

That the close co-operation of the agent and the shipper will bring about the quick release of cars and the prompt loading of outgoing shipments is proved by the following: IC-92619, coal from Graham, Ky., to Henning, Tenn., arrived and was spotted for unloading at 11 a. m., March 8, was reloaded with logs

HOME FOR SALE

This 3-room cottage with full cement basement is located just three blocks from the Illinois Central depot at Hazel Crest and about four blocks from the new Markham Yards. The house is arranged so that another room can be added later. The lot is 50 feet wide, and the building is complete with pipeless hot air furnace, glazed front porch, bath, electric lights, etc. The property is a bargain at \$3,650, and reasonable terms can be made, if desired. Phone or write.

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(Oxweld Apparatus and Supplies)

Carbide and Carbon Building

30 East 42nd Street, New York

Railway Exchange, Chicago

for Evansville, Ind., and was forwarded by extra No. 1850 north at 11 a. m., March 9. S. L. Thum was the consignee of the coal and also the shipper of the logs. He is one of our biggest shippers, and he never fails to co-operate with the transportation forces in releasing equipment.

A severe rain and wind storm swept over the entire Tennessee division from 8 to 9 p. m., March 10, disrupting all telegraph and telephone communication and causing more or less damage. The main part of the storm struck around Pinson, Tenn., just south of Jackson, demolishing a considerable number of houses and killing and injuring a number of citizens. Extra No. 1750, which was on the east siding at Pinson at the time, had about fourteen cars and the caboose blown from the track and turned over, slightly injuring Conductor Melson, who was in charge of the train, and Flagman Isreal and Engineer Johnston.

The body of J. B. Good was brought to Jackson, Tenn., January 23, from Hardy, Ark., where Mr. Good had been making his home for the last two years. The funeral was held at the Campbell Street Church, of which Mr. Good had been a member for a number of years, conducted by the Rev. J. T. Myers. Burial was in Hollywood Cemetery. Mr. Good was born at Westfield, Ohio, July 22, 1855. He was the son of the Rev. Joe Good, a Methodist minister of the Middle Ohio Conference. On October 5, 1875, he was married to Miss Olivia Rake of Columbus, Ohio. He was a locomotive engineer for forty years, thirty-one years of this time being spent in the service of the Illinois Central. He received his pension in 1921 and retired from active service, moving his family to Hardy, Ark. Besides his widow, he is survived by one son, Guy, one daughter, Mrs. Anita McKimm, and one grandson, Harry Good McKimm, all of Hardy, Ark. One brother, Joe Good of Lima, Ohio, also survives.



J. B. Good

MISSISSIPPI DIVISION

Kathleen Hadaway, Secretary to Superintendent

As has been the custom for several months, the young women employed in the division office at Water Valley were delightfully entertained at a "picnic lunch" on Saturday evening, March 10, Miss Corrine Ederington, clerk to the accountant, being the hostess on this occasion. After the "eats," a spirited game of "Michigan" was played, and the hours slipped quickly by. The next meeting was scheduled for St. Patrick's Day, March 17.

We are pleased to note the high standing of Miss Lola Bell Wiggs, clerk to the supervisor at Sardis, Miss., in the *Memphis Commercial Appeal's* automobile contest. Miss Wiggs has numerous friends who are working to place her name at the top of the list, and she wishes to assure them of her appreciation for the interest they have taken in getting votes for her.

One Hundred Twenty

Mechanical Department, Water Valley, Miss.

(L. B. Harley)

F. M. McClain, machinist, has been promoted to gang foreman, machine shop, to take the place of J. B. Cowan, appointed general foreman at Durant shops, vice S. J. Williams, former general foreman, resigned.

Traveling Engineer C. E. Sieber has been in the hospital at Paducah a few days this month for medical treatment.

Earl Truett, former accountant at Water Valley shop, has accepted a position with the McRae Lumber Company, Memphis, Tenn. We understand that he has been promoted from third clerk to first clerk, with an increase in pay, which was made effective March 1.

We have just completed installing eighteen improved type machines in Water Valley shops at an expense of \$55,000, relieving fourteen old type machines that have been in service for years. This improvement will be the means of increasing the efficiency and output of Water Valley shop.

Trainmen, Jackson and Water Valley Districts (Gertrude Turner)

Flagman W. R. Thetford has bought Special Agent Kimzey's home in Water Valley and is now occupying it.

Trainmaster and Mrs. Spangler are now domiciled in their new home on Panola Street and have been entertaining their uncle and aunt, Mr. and Mrs. F. S. Lathrop of Kansas City, Mo., and their sister, Miss Geneva Spangler of St. Joseph, Mo.

Flagman P. P. Porter has been transferred permanently to the Tennessee division.

We are glad to note Assistant Engineer J. T. Westbrook back at his post of duty after a severe attack of the flu.

Conductor J. W. Baker is confined to his home on account of illness. Conductor J. M. Azlin is filling Mr. Baker's run.

Train Baggage man Walter Tate is enjoying a two weeks' vacation at points in Florida.

Yard Clerk J. C. Ray has resigned and is now learning the duties of a flagman.

Flagman B. W. Lee has recently purchased a new motor car.

Road Department

(Mattie Watts—L. B. Wiggs)

Mrs. J. F. Watts was hostess Wednesday afternoon, March 7, at an enjoyable card party, when she entertained in special compliment to Mrs. C. E. Ulmer, a bride, whose marriage to C. E. Ulmer of Princeton, Ky., took place on February 20. As the guests arrived they were served fruit punch by Misses Emma Lou McClellan and Mattie Watts. Jonquils and other spring flowers were used in decorating the rooms in which the card tables were placed. Following the games, prizes were awarded. The first prize was won by Miss May Dunbar, the consolation prize was won by Mrs. G. H. Mitchell, and a beautiful hand-embroidered towel was presented to the guest of honor. Mrs. Watts received the guests gowned in blue crepe, while Mrs. Ulmer was wearing an afternoon gown of beige brocaded silk crepe. Mr. and Mrs. Ulmer will make their home in Princeton, where Mr. Ulmer is employed as telegraph operator for the Illinois Central.

Assistant Foreman C. H. Wilson of the Jackson district has been appointed foreman of the bucket fence gang to work on the Grenada district.

W. L. Greaver is the latest addition to the engineering force of this division, having been transferred to this point as chainman from the Kentucky division March 7.

Supervisor and Mrs. C. R. Wilkinson accompanied their son, Flagman Hansell Wilkinson, to the Chicago

Illinois Central Magazine

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With 25-Year Point and Over-size Ink Font

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hospital, March 2, where he underwent a minor operation on his nose.

To date there has been no motor car accident on the Mississippi division this year. We are very proud of this record, and everyone concerned seems to be working hard to keep our record up to 100 per cent.

Along the Line

(M. L. Hays)

At the annual convention of the Grand Lodge of Mississippi, A. F. & A. M., held on February 20 at Jackson, Miss., Dispatcher T. Q. Ellis of Water Valley was elected junior grand warden. This will, according to the usual custom, make him grand master of the Mississippi Masons in 1925.

Agent M. S. Terry, Batesville, who has been in one of the Memphis hospitals for an operation for appendicitis, has returned home much improved. Batesville station was handled during his absence by Extra Operator A. L. Robbins.

Miss Grace Tyler, formerly clerk at Pickens, Miss., has been transferred to Coffeeville, Miss., as clerk, being relieved at Pickens by Claude Lansdale.

Grenada District

(S. A. Law)

The village of Tillatoba, Miss., eighty-four miles south of Memphis, Tenn., with a population of less than two hundred and with the Illinois Central agent, J. L. Crawford, as mayor, recently voted to issue \$4,000 worth of bonds for a municipal waterworks. A short time ago a well 650 feet deep was put down, a 60-horsepower gasoline engine was installed and a cypress tank, with a capacity of 3,500 gallons, on top of a 60-foot steel tower, was built. They keep the waterworks going with a flat rate of \$1.50 a



1, J. L. Crawford, agent; 2, H. A. Dame, merchant; 3, Blacksmith Arbuckle. Taken at Tillatoba station.



Tillatoba, Miss., showing water tank, well house, church and blacksmith shop.

month from each family, and that gives a sinking fund to take care of incidental repairs. The writer believes this to be the smallest municipal water plant in the world. It is taken care of by the village blacksmith, who is shown in the picture with Agent Crawford and H. A. Dame, one of the influential citizens of this village. Previous to putting down this well, the citizens of Tillatoba had experienced a lot of trouble on account of their wells' going dry at certain seasons of the year. Mr. Crawford has been our agent at this point a number of years and is one of the foremost citizens of the community.

Harrison Moss, pensioned section hand, Hardy, Miss., is one of the oldest pensioners on our roll, having started his railway career in 1868. He



Uncle Harrison and Aunt Joe

worked practically all of the time on the Grenada district. He claims the distinction of never having been "cussed" by a white man, is in good health and is now enjoying his pension. Uncle Harrison and Aunt Joe, his wife, are well known characters around Hardy.

LOUISIANA DIVISION

Claire Pimm

Office of Superintendent

Road Department, McComb, Miss.

Lee W. King, employed as instrumentman in the assistant engineer's office, resigned February 15 to accept a position as city engineer at McComb, Miss. Rodman J. S. Murphy received a promotion to Mr. King's position, and Curtis Mayfield took Mr. Murphy's place. King Quillman is the new chainman.

Trainmaster's Office, McComb, Miss.

Trainmaster E. L. McLaurine has been appointed a member of the committee to examine employes on the transportation department rules.

Mechanical Department, McComb, Miss.

(Mildred Abbott)

W. R. ("Bill") Cullom, boiler-maker, and Miss Mollie Moore, daughter of Passenger Conductor Tom Moore, were married on March 10.

Freight Office, Jackson, Miss.

(C. H. Williams, Sr.)

On March 7 and 8, E. A. Barton of Chicago exhibited his famous motion picture reels on loss and damage, cause and effect, showing the campaign being waged against bad loading, packing and handling. Many Illinois Central employes, as well as employes of connecting lines, were entertained and instructed.

ed by these films, which have been making the rounds of our lines for exhibition at meetings of employees.

Mrs. Homer Hill has been given a 30-day leave of absence on account of ill health. Mrs. Katherine S. Gabe is temporarily employed as car record clerk in her absence.

Dispatcher's Office, McComb, Miss.

Operator A. K. Ellzey has been promoted to relief dispatcher. R. L. Spiars is the successful applicant for third trick operator at Mileston.

L. S. Thornhill has been employed as relief operator on the division. R. C. Lewis is the successful applicant for third trick operator at Crupp.

Operator Frank Hall, Orleans Junction, has been off duty on account of illness.

NEW ORLEANS TERMINAL

J Milton May,

Care of Agent

Local Freight Office (Jesse W. Ford)

Alex Bachemin, assistant export clerk, suffered the loss of his brother, Arthur, who died Sunday, February 18.

Frank Valters, weigh clerk, outbound department, resigned March 1 to accept a position as wheelage clerk in the terminal superintendent's office. He has been succeeded by Joseph Wilhelm, formerly train checker.

Tom Caldwell, car record clerk, has been promoted to tonnage clerk, local office, vice Morris Schwartz, who has been transferred to settlement clerk, accounting department. Mr. Caldwell was succeeded by Alfred Freldenberg, formerly file clerk, miscellaneous department.

August Kuntz, delivery clerk, inbound warehouse, Poydras station, suffered the loss of his father on March 3.

Eugene Fourcade, delivery clerk, Levee yard depot, who is severely ill at home, has been temporarily relieved from duty. His position has been filled by the transfer of Erwin Hemelt, carder and sealer, outbound warehouse, Poydras station.

George Bastian, messenger, claim department, has been promoted to unloading clerk, inbound warehouse, Poydras station.

John Goetz, storekeeper, Poydras station, was confined to his home for ten days with a touch of the dengue fever. He has now fully recovered and is back at work.

Robert Svendsen, assistant notice clerk, has been advanced to adding machine operator and general clerk, cashier's office. He has been succeeded by E. Thorengrren.

Loretta Battle, abstract clerk, accounting department, was confined to her home for two weeks with a severe attack of grip and flu. She returned to the office on March 1 and is now fully recovered.

R. A. Cooper, waybill carrier, inbound department, has been promoted to file clerk, miscellaneous department.

Central Lodge, No. 450, Brotherhood of Railway Clerks, has announced its fifth grand annual dance, to take place Saturday evening, April 14, at the Knights of Columbus Auditorium. Dancing will begin at 8 o'clock and continue until midnight, two jazz orchestras being in attendance. Refreshments will be served, and a good time has been assured all who attend. J. A. Mouton is chairman of the arrangement committee. John Kramer is ex-officio chairman. The following compose this committee: Anna Ferrand, Edna Rice, C. J. Ricol, J. K. Butler, J. P. O'Connor, J. C. Koper, John Freeling, B. B. Berckes, A. J. Moore, I. F. Perret, O. F. Sawyer, J. W. Ford, Joseph Exnicios, A. V. Bertaut, Joseph

April, 1923



\$25 A DAY

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Large shirt manufacturer wants agents to sell complete line of shirts, pajamas, and nightshirts direct to wearer. Advertised brand—exclusive patterns—easy to sell. No experience or capital required. Entirely new proposition. Write for free samples.

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CHICAGO

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N. J. Thomas, assistant cashier, John Gaillard, per diem clerk, W. D. Stanley, telegraph operator, local office, Poydras station, E. L. Laiche, assistant foreman, Levee yard depot, and A. Allen, a former employe of the Illinois Central, now pensioned, have gone together in the construction of a hunting and fishing lodge. The building, which is now in course of construction, is located on Bayou Bienvenu, about two miles from Lake Borgne, near the site of Old Fort Bienvenu, built by the defenders of New Orleans to retard the advance of the British under General Pakenham during the War of 1812. This lodge is situated in the best fishing and hunting grounds along the Gulf Coast, and record catches and hunts may be looked for. Upon completion of the building, a jounification will be held by the members, at which time the lodge will be christened Camp Cono.

Terminal Superintendent's Office (Myrtle Biersoll)

J. W. Jehle, accountant, has been seriously ill, confined to his home for the last three months. Reports indicate that he is convalescing rapidly. He was expected to report back to work about March 15.

H. E. Campbell, rodman, assistant engineer's office, Union Station, has been transferred to Vicksburg, Miss. Mrs. Campbell has accompanied her husband to Vicksburg, and they intend making that city their future home.

F. S. Lewis, chief clerk to the general storekeeper, Burnside storehouse, accompanied by Mrs. Lewis, spent February 21 and 22 in New Orleans. Mr. Lewis was making a tour of Southern Lines storehouses. While here, he and Mrs. Lewis were entertained by Division Storekeeper and Mrs. Fairchilds.

On April 7 the clerical employes of the New Orleans terminal will entertain their families and friends at a dance, to be held in the Knights of Columbus Auditorium. Refreshments will be served, and an abundance of music will be furnished by the Louisiana Novelty Jazz Orchestra. Many invitations have been issued and from all indications a good time is in store for all. A. V. Bertaut is chairman of the arrangement committee; August Kuntz, president; E. C. Harang, secretary-treasurer.

Road Department (S. S. Sterbenz)

Section Foreman D. W. Parker and J. T. Hainey have been confined to the Illinois Central Hospital, New Orleans, with severe cases of pneumonia. They are well on the road to recovery and are expected back to work in the next few days.

J. L. Parker, section foreman, was operated on at the Illinois Central Hospital on March 8. Reports indicate the operation was successful, and he will shortly be on the road to recovery.

Miss S. S. Sterbenz, stenographer, roadmaster's office, New Orleans, has been promoted to general clerk. She has been succeeded by B. T. Marshall.

W. James, bridge and building foreman, on a recent rabbit-hunting trip was accidentally shot by one of the members of his party. The accident occurred in the heart of the forest, necessitating a 6-mile trip by launch and automobile before medical aid could be reached. Mr. James was painfully but not seriously injured, and has now fully recovered and is back at work.

Export Freight Office, Stuyvesant Docks (Fred De Long)

E. D. Poncet, joint bill lading clerk, Stuyvesant docks, and Miss Anna Belle Rogers were married Saturday, February 24. This was decidedly an Illinois Central wedding, as Miss Rogers was employed

One Hundred Twenty-four



City Hall, Lafayette Square, New Orleans

as a clerk in the cashier's department at Stuyvesant docks.

Mechanical Department (W. W. Sadler)

Engine Inspector James Diggs died February 8. He had worked the night before and, upon returning home, had retired in the best of spirits. When Mrs. Diggs went to call him for work, he was found dead.

Traveling Engineer Jeff Harrell is still conducting his vigorous campaign of fuel saving. He is on the warpath now about black smoke and is advocating every means possible to save fuel.

Herbert Mang, timekeeper at Harahan, who is now in Oteen, N. C., on a leave of absence on account of ill health, is gradually recovering and expects to return to New Orleans shortly.

Louis Degering, file clerk, district foreman's office, has been promoted to coal clerk, vice T. J. Murphy, transferred to the locomotive department at Harahan.

Edward L. Newsham has been appointed stenographer, District Foreman Chapman's office, relieving E. M. St. John, who has been transferred to Superintendent Cousins' office.

MEMPHIS DIVISION

Mrs. Collie P. Said

Secretary to Superintendent

F. F. Munson, train dispatcher, is on a leave of absence on account of ill health.

Tommy Long, formerly file clerk in the superintendent's office, left recently for Mobile, Ala. Tommy will pitch for the Mobile team of the Southern League this season.

Sympathy is extended Roadmaster C. A. Maynor and family in the death of Mr. Maynor's brother, Robert Maynor, at Chicago February 25. The body was taken to Jackson, Miss., for burial February 28.

A. L. Claypool, dispatcher, has resigned to enter the insurance business.

Conductor S. W. Helms has returned from a visit to New Orleans, having been called there by the death of his father.

Superintendent J. M. Walsh recently wrote as fol-

Illinois Central Magazine

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lows to Conductor J. R. Hoke: "I am advised that, while on train No. 30, February 16, on the siding at Mound Bayou for an extra south, you discovered a very bad flat wheel on a car about twelve or fifteen cars ahead of the caboose, that you notified the dispatcher from Shelby and information was given the car inspector at Cleveland, at which point they were able to locate the bad wheel; the car was placed on the rip track, where a new wheel was applied. I am also advised that on two other occasions you have found broken rails, one north of Walls, Miss., and one just north of the depot at Merigold, and that you notified the dispatcher, so that immediate protection could be given. I want to thank you on behalf of the division officers for your alertness in these instances and to assure you that such service is keenly appreciated."

Agent E. V. Henderson of Parchman, Miss., wrote as follows on March 3 to A. A. Freiburger, chief dispatcher:

"Refer to my memo of March 1, having reference to the prompt release and movement of certain cars into which we loaded cotton for Tutwiler, Miss., on that date. In addition thereto, I would like to add this interesting fact: These cars mentioned in my memo of March 1 were moved from this station by train No. 588, Conductor Topp, at 5:50 p. m., March 1. As per our conversation on the wire last evening, second No. 597, Conductor Harper, brought the same cars back empty and placed them at the cotton platform at 11:30 a. m., today, March 3. They were loaded, billed and sealed and moved by train No. 598, Conductor Topp, at 2:15 this afternoon, making the second revenue loading for IC-38423, CB&Q-44055, IC-140485, PRR-557878 and AT&SF-27250 out of this station within forty-four hours and twenty minutes, moving in the two movements 429 bales of cotton. The most time that these cars were detained at this station was four hours, the two placements consuming only seven hours and forty-five minutes. The first detainment was four hours, including two hours loading, billing and sealing; the second detainment was three hours and forty-five minutes loading, billing and sealing, including lunch time. The balance was for movement, which was by local freight and very prompt.

"It might be interesting to know that we loaded 876 bales of flat cotton at this station from 1:50 p. m., March 1, to 1:50 p. m., March 3, no car being detained in actual loading time more than three hours, or for actual delay for movement more than four hours and ten minutes, this due to the fact that we have no freight train performance on this district except a local each direction daily."

Freight Office, Helena, Ark. (Mrs. W. L. Stovall)

A son, W. A. Marshall, Jr., arrived at the home of our chief clerk on February 21. Judging from the number of beautiful presents he has received, he bids fair to become popular in this community.

One Hundred Twenty-six

H. E. Wolf and Miss Mary Lynch of the superintendent's office, Memphis, spent a day with us recently.

Dan Miles is back after a short illness.

Supervisor's Office, Tutwiler, Miss. (Clara Milligan)

Paul Houston, formerly assistant foreman of the carpenter shop, left Tutwiler in his motor car for California on March 1.

Freight Office, Clarksdale, Miss. (Olga Kendrick—C. H. Skeahan)

Supervising Agent H. E. Wolf held a meeting in Memphis February 18 to explain the system "No Exception" campaign for March. The following employees from the freight office attended: J. W. McNair, agent; C. H. Skeahan, chief clerk; B. J. Robertson, warehouse foreman; Sam Serio, bill clerk; W. C. Dennis, claim clerk; Earle Stanton, receiving clerk; Rogers Morgan, delivery clerk.

Conductor and Mrs. T. D. Waller are rejoicing over the arrival of a baby girl Friday, March 9.

W. T. Barrett, formerly employed as relief baggage agent, has been assigned to a position as warehouse clerk at Ruleville, Miss.

Two more employees of the local freight office



Our Clarksdale, Miss., freight office force. Upper picture, left to right: Gordon Dennis, transfer clerk; W. M. Furlong, special cotton clerk; Earle Stanton, receiving clerk; J. W. McNair, agent, and Rogers Morgan, delivery clerk.

Lower picture, top row, left to right: B. J. Robertson, warehouse foreman; C. Williams, cashier; C. H. Harris, clerk; W. C. Dennis, claim clerk; F. Williams, baggage agent; S. E. Francis, assistant accountant; E. H. Raney, accountant; J. H. Arrington, ticket agent. Middle row: C. Hutchinson, bill clerk; J. C. Newman, demurrage clerk; Olga Kendrick, expense clerk; Margaret Denman, stenographer; O. A. Groves, abstract clerk; C. D. Estep, rate clerk. Bottom row: W. T. Barrett, clerk; Sam Serio, night bill clerk; Charles Serio, messenger; C. H. Skeahan, chief clerk; P. K. Whitney, supervisor's clerk; E. P. Pitts, ticket clerk.

recently joined the Clarksdale Municipal Band. They are J. C. Newman, demurrage clerk (melaphone), and W. C. Dennis, claim clerk (clarinet). If our employes continue to take up music, we will soon have a band of our own.

VICKSBURG DIVISION

H H Barlow

Office of Superintendent

H. Maynor, supervisor at Greenville, Miss., was called to Jackson, Miss., February 25 by the death of his brother, Robert Maynor, who was employed as extra gang foreman on the Illinois Central.

C. B. Catchings, formerly employed as assistant city engineer, Pine Bluff, Ark., has been transferred to this division as rodman.

The Greenville Chamber of Commerce entertained about three hundred guests at a banquet given Monday evening, March 12, at the Masonic Temple. The railroad was well represented by Colonel A. H. Egan, general superintendent; W. B. Ryan, assistant general freight agent, and T. L. Dubbs, superintendent.

Several of the agents, operators and clerks on the division have been incapacitated for a few days each on account of a touch of the flu, but we are glad all are now back at work regularly.

Two of our Shaw, Miss., clerks, O. F. Leroy and Mrs. H. S. McKeown, recently decided to consolidate their incomes on the next income tax report. Their friends wish the happy couple a long and prosperous married life.

The agency at Stoneville has been closed, and Mrs. L. E. Gibson has been transferred as permanent agent at Rena Lara.

J. W. Johnson, formerly of Indianapolis, Ind., has been transferred to the engineering department at Greenville as chainman.

R. L. Dillehay, division waterworks foreman; P. F. Rayer, division weed burner engineer, and Division Motor Car Repairman F. W. Moss have been in Chicago attending the American Railway Equipment Exposition.

NEW ORLEANS DIVISION

Thomas Treanor

Office of Superintendent

Along the Line

Mrs. J. L. Walls, wife of our agent at Litcher, La., died recently, after a long illness.

Natchez, Miss.

(R. K. Holman)

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President

toward extensive farming and trucking in this section, business in general is substantially increasing, and we railway folks anticipate a most favorable freight business for an indefinite period.

We want to congratulate our own Development Bureau, under the supervision of H. J. Schwieter, upon such a progressive move as sending a "dairy special" train over the system, especially into Natchez, March 10. This is conclusive proof that our system is vitally interested in general industrial development. The citizens of this territory, conversant with the significance of this move, are congratulating us in a large measure and manifesting their appreciation.

In keeping with my promise in the last issue, I shall refrain from writing any more hunting stories, for a while, at least. The hunting season has just closed, and I was in hope I could get permanent relief from the arduous task of having to expose some questionable experiences of my comrades; but they have trapped me again recently and forced me to join a party of "happy go lucky" fishermen. I could not resist, as our fishing season has just opened and my jealousies would not allow me to waive the opportunity to catch the first "whale." What a time! I am glad I went. Next month I'm going to write a "truthful" fish story, and it will be a "booster."

Vicksburg and Vicinity

Mrs. Felix Mahin, wife of Stockkeeper Mahin of the store department, lately underwent a serious operation at a local sanitarium and is still confined to her bed, though improving gradually. Miss Edna Mahin, her daughter, clerk in the superintendent's office, is constantly at her mother's bedside.

Bud Higdon, accountant in the superintendent's office, has been seriously ill with influenza, but is now able to return to work.

Engineering Department (R. H. Carter)

Extensive improvements along the waylands are under way south of Baton Rouge, La., principally in the rice and sugar country. A complete reconstruction of the ditching along the line, with banking to conform, is in process, which will prevent the softening of the roadway which sometimes occurs during bad weather, and the flooding of the rice fields. The work is under the supervision of Instrumentman E. D. McCune, assisted by A. T. Spengler, rodman, J. E. Sallis and Chainman Jack Page.

Instrumentman T. B. Greer, who has been on this division since 1918, has been transferred to Central City, Ky. He is succeeded by H. E. Campbell, formerly rodman on the New Orleans terminal.

G. S. Covert, rodman, has been added to the engineering department.

H. S. Lewis, rodman, is filling the position vacated by E. D. McCune, promoted to instrumentman.

Supply Department, Vicksburg, Miss.

(Mrs. A. H. Daniel)

Mrs. C. S. Roberts, wife of our division storekeeper, has been called to Dallas, Texas, by the serious illness of her father. Grave doubts are entertained for his recovery. To add to the anxiety of Mr. and Mrs. Roberts, their little daughter, Mary Susan, is also seriously ill.

F. S. Lewis, chief clerk to the general storekeeper, was a visitor to Vicksburg storehouse February 24. Mr. Lewis is making a business trip through the South, accompanied by his wife. Mrs. Lewis expressed herself as being very favorably impressed with Vicksburg.

R. R. Richardson and a party of friends, including J. F. Monger, general car foreman, are planning a fishing trip for the near future. They are making extensive preparations.



A spring scene on our lines in the South

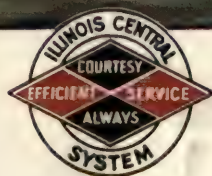
ILLINOIS CENTRAL MAGAZINE

NEW ORLEANS, THE NATION'S SECOND PORT

1
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MAY



1923

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Square French Toe Oxford

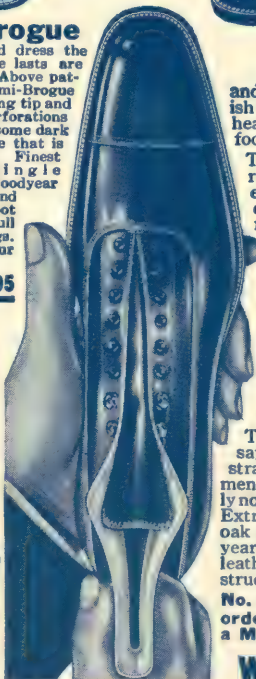
Most popular of latest square toe models, both for comfort & dress. 4 rows of stitching and neatly pinked vamp and tip. Cordovan shade

soft uppers and single oak sole Goodyear welt-sewed. A shoe to be proud of. "Wingfoot" rubber heels. **\$5.45**
 Sizes 6 to 11, No. 8109,.....



Semi-Brogue

For comfort and dress the new square toe lasts are most popular. Above pattern in the Semi-Brogue with the full wing tip and very delicate perforations comes in a handsome dark cordovan shade that is most in demand. Finest workmanship, single heavy oak soles Goodyear Welt sewed and Goodyear Wingfoot rubber heels. Full leather trimmings. \$1 to \$2 below your dealer's prices. Sizes 6 to 12. No. 6309. **\$5.95**
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No. 6409 — Admiral. Only \$1 with order. Balance **\$7.45**
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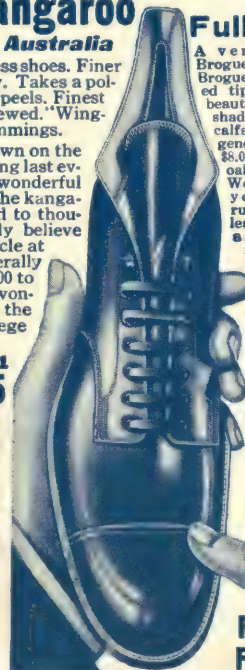
The Banker last to the left you will say is rightly named for it's the famous straight last of bankers and business men. Plain fine stitching with absolutely no perforation or fanciness. Dignified. Extremely dressy looking. Finest single oak sole Goodyear welt-sewed. Goodyear "Wingfoot" rubber heels. Genuine leather trimmings and finest shoe construction throughout. Sizes 6 to 11.

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Colonel W. G. Arn

Colonel Arn, recently promoted to assistant chief engineer, Chicago Terminal Improvement, was born in Terre Haute, Ind., in 1877, attended grade and high school in Scottsboro, Ala., and was graduated from Rose Polytechnic Institute in 1897. He was in the service of the Louisville & Nashville Railroad for a number of years as rodman, masonry inspector, building inspector, assistant engineer on both maintenance and construction and division roadmaster. In March, 1907, he entered the service of the Illinois Central as assistant engineer in charge of construction of the terminals at Birmingham, Ala. He has served as assistant engineer of the Birmingham division, on construction work on the New Orleans terminal, at Louisville, in charge of reconstruction of the passenger terminal, in the general offices at Chicago and in charge of construction of the new passenger terminal and various subways at Memphis. In November, 1914, he was appointed roadmaster of the Indiana division. In June, 1916, he was promoted to assistant engineer, maintenance of way of the Illinois Central System, a position he held until his recent promotion, except for two years, from May, 1917, to June, 1919, during which he served in the United States army as captain, major and lieutenant-colonel of the 13th Engineers.

ILLINOIS CENTRAL MAGAZINE

MAY

NINETEEN TWENTY-THREE

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GEORGE M. CROWSON, *Editor*.

CHARLES E. KANE, *Assistant Editor*.

Women Rank Among Veterans in Service

*Reminiscences of Seventeen Disclose Fact That Rail-
roading Is No Longer So Exclusively a Man's Work*

RAILROADING has always been considered largely a man's work. The actual operation of trains is too strenuous for women, and it is in only comparatively recent years that the doors of other branches of the service have been opened to them in any considerable number. The Illinois Central System, however, has its share of women who are veteran employees, and the *Illinois Central Magazine* is glad to be able to recount herewith some of their achievements and reminiscences.

Through the co-operation of its division editors, the magazine has obtained an interview with one woman veteran on each division. In each case the employe interviewed is among the group of women longest in service on that division, if not the dean of them all. These seventeen women will not give precedence to any male employe in their loyalty to the service; they have learned the game thoroughly and are doing their parts faithfully, and it is the belief of the magazine that their stories form an essential part of the history of the success of our railroad.

The interviews are arranged in order of length of service. First, we have, on the New Orleans terminal, with more than thirty-six years' service to her credit, Miss Arabella H. Blackadder, secretary to Foreign Freight Agent R. F. Reynolds.

In Service Continuously Since 1886

Born in Portsmouth, Va., of Scottish parentage, Miss Blackadder moved, when she was a little girl, with her parents to Selma, Ala., where the family remained only a short time, presently journeying to New Orleans where they established a permanent home. Miss Blackadder's father was a machinist and was employed in the shops of the Great Jackson Railroad. He later became a foreman on this road, which was in time absorbed by the Illinois Central.

Miss Blackadder was educated in the schools of New Orleans and was graduated from both the high and normal schools of that city, obtaining a teacher's certificate from the last-named institution. She preferred a commercial career to the life of a school-ma'am, however, and presently studied shorthand and typewriting. Her first and only position was obtained with the Louisville, New Orleans & Texas Railroad, which later became a part of the Yazoo & Mississippi Valley and in turn was merged with the Illinois Central System. She began railway work December 15, 1886, as a stenographer for R. F. Reynolds, who was then commercial agent for the L., N. O. & T. Except for a period from February 13, 1912, to March 1, 1917, when she was stenographer to the general freight agent, Miss Blackadder has been Mr. Reynolds' secretary continuously.

A remarkable fact is that Miss Blackadder has been absent from duty because of sickness only twice in thirty-six years—once when she was ill five weeks and the other time ten days. She has had, she says, thirty-four enjoyable vacations, thanks



Miss Blackadder



Mrs. Stansell

to the company's liberality in granting passes to employes. In 1895 she had a leave of absence for thirty days which she spent in Cuba, and on July 1, 1898, she obtained a leave of absence for three months and visited relatives in England and her parents' old home in Scotland.

The general freight office in 1886 was located at St. Charles and Union streets, opposite the old Louisiana State Lottery, famous in those days for the munificence of prizes given, but long ago forced to discontinue its operations. May 1, 1901, the general freight office was moved to the Union Station building, then newly completed. Miss Blackadder recalls that this event took place on the day President McKinley arrived in New Orleans from Chicago over the Illinois Central.

Many and interesting are the changes in railway methods, both in train operation and office system, which Miss Blackadder has seen during her long term of service. Miss Blackadder is a staunch believer in the superior merits of the Illinois Central and expects to continue a faithful and efficient member of the Illinois Central System "family" until she retires from an active business life—an eventuality which her many friends trust will take place a goodly number of years hence.

Ticket Agent Long in Service

Mrs. Leora Belle Stansell, ticket agent at Kenwood (47th Street) suburban station, Chicago, representing the Chicago terminal, is a close second to Miss Blackadder in length of service with the Illinois Central System, having approximately thirty-six years to her credit. She has been a ticket clerk and agent at stations on the Illinois Central suburban lines continuously for about twenty-two years, and she numbers her friends and acquaintances among patrons of the road by the thousands.

Mrs. Stansell is a native Illinoisan, born at Scottsville, Ill., May 27, 1860. She began her railway work as a clerk for the Illinois Central at Lincoln, Ill., in 1887 and remained there four years. In 1901 she came to Chicago and became a ticket clerk at the Oakland (39th Street) station. She recalls that the Illinois Central line at that time traversed a part of the lake shore on a trestle extending over the water. This was the case from the Randolph Street terminal southward past where Central Station now stands, all of the solid ground of Grant Park and eastward having been built since that time.

Mrs. Stansell remained at Oakland station until 1893, when she was transferred to Woodlawn (63d Street), where she spent the following two years as ticket clerk. She then went to Madison Park station as



Mrs. Addison



Mrs. Ryan

agent, serving there until she was assigned to her present position at Kenwood in 1896.

In the long period of her personal contact with the public, Mrs. Stansell has found that most patrons are responsive to kindly sympathy and courtesy. Her ready smile of greeting has made countless friends for the Illinois Central as well as for herself. As the years have passed, she has seen many wonderful changes in the suburban service along the lake shore and looks forward to seeing at least one more great progressive transformation when the steam lines which now transport passengers by the scores of thousands daily are converted to electric trains.

A Telegrapher Thirty-three Years

Mrs. Myttie R. Addison of the Louisiana division learned telegraphy when she was a young girl in her home town of Osyka, Miss., and began work as a clerk for the Illinois Central System in March, 1890. She was then Miss Myttie Redmond.

"That was before the days of telephones or semaphores," she says, "and train operation was very different from what it is now. I worked at Osyka station for three years, receiving a salary of \$40 a month—a large salary then, as I lived at home and had few expenses. When business was dull, I was sometimes laid off for several months. Once I was sent to Chatawa to relieve the agent there for three weeks, and I had a wonderful time staying at Captain and Mrs. Conway's home. Mrs. Conway wrote my mother she would take good care of me, and I really was entertained like a guest.

"J. M. Turner was superintendent then. I also worked at Independence, La., relieving the agent there for two months. In March, 1893, I resigned, and I was married to Mr. Addison in June of that year. My husband was operator at Osyka. Often when a relief operator was needed, the chief dispatcher would call on me, and I invariably went when I was called."

Later on, Mrs. Addison found it neces-

sary to take up railway work again as a permanent vocation, and she was given the night assignment at Osyka station. She held that position until the office was discontinued, which, as nearly as she can recall, was about 1903. She was then offered the position of day operator at Magnolia, Miss., and she served there until the office was discontinued also.

At Magnolia, Mrs. Addison's health became impaired, necessitating her being absent from duty often for weeks at a time. Meanwhile she was receiving a salary of \$55 per month and sending her son to college. Her salary was increased later through the efforts of the telegraphers' union, of which she was a member, and when the office at Magnolia was closed she was receiving \$67 monthly, plus 10 per cent commission on Western Union cash receipts. Mrs. Addison was transferred to Yazoo City about 1911 and has remained there since. She pays a tribute to the Illinois Central employees in the following words:

"In all the years of my work I have always been treated with the greatest consideration and respect by my associates on the railroad. I am very proud to say that I have what is called a perfect record for good work, never having had a demerit mark placed against my name."

Long on the Indiana Division

Mrs. Effie C. Ryan of the Indiana division, receiving clerk at Olney, Ill., has a service record that extends back to June 1, 1896, on which date she began working for the P., D. & E. Railway, which became a part of the present system on August 1, 1900.

Born near Bentonville, Ind., Effie Carver began railway work on the Pennsylvania May 1, 1882, at Ridgeville, Ind., where her father, L. B. Carver, was agent. She was employed about six years in that position. The family moved from Ridgeville to Olney, Ill., January 1, 1891.

"My time of service has been long," Mrs. Ryan says, "but the history of it is short. I have worked in only two offices. I have been very fortunate in always having had pleasant people to work with, and my work has always been interesting and enjoyable to me. I have always done the same kind of work, that of receiving clerk, but, of course, the manner of doing it has changed. Formerly we never used a pencil at all except for memoranda. Everything was written in ink, the freight bills, consignee's receipts, records and all.

"Way-bills were filed each month until the close, then sorted in station and way-bill order and copied in ink in a report book. The monthly report was made out

in ink from the book. Copies were made in 'flimsy' books with damp cloths and a press in some cases, but frequently records and reports were written out with a pen.

"We did not have through billing. Weekly settlements were made. Transfer sheets were large, and two or three were required for a day's business. These were ink-written also, and impression copies were taken. We had no carbon sheets except those used for train orders."

Mrs. Ryan also recalls that, in the old days, the stations were lighted with oil lamps in brackets on the walls, and there were no stated working hours. "We just worked until the work was done," she says. "We have now taken many a long step forward. If the old methods were in use now with the volume of work to be accomplished, it would simply be impossible to get our tasks done. Things have been systematized."

Station Agent on New Orleans Division

Mrs. Florence Watson Ross is the Yazoo & Mississippi Valley agent at Clinton, La., New Orleans division.

Mrs. Ross was born at Greensburg, La., and completed her education at Norvilla Institute there. She taught in the public schools of St. Helena, East Feliciana and East Baton Rouge parishes. In 1893 she married Charles F. Record, agent for the Yazoo & Mississippi Valley at Slaughter, La. Upon his death in 1896 she began railway work herself, and she has been actively engaged in that vocation since.

Her first position was at Lindsay, La., where she was paid \$25 a month. Much cotton was shipped from Lindsay in those days, the train crew loading and the agent billing each day's shipment according to a regular routine. Once, Mrs. Ross says, cars were not available for about a week. During the interval, she billed all the cotton received until the platform was covered with bales, her desk overflowing with bills, and bales and bills were still piling up in



Mrs. Ross



Miss Johann

the surrounding vicinity, so that no train crew alone could have straightened out the tangle. This was her first experience as an agent "up against it."

The conductor wired the superintendent and the latter wired an inquiry to Mrs. Ross, asking if she needed help.

Mrs. Ross characteristically replied, "No; give me the cars, and I will do the rest."

She did it without the loss of a bale, and she has been meeting like emergencies in a like efficient manner for considerably more than twenty-five years since. Seeing how she had made good under such conditions, the superintendent sent her to Martin, now Pattison, Miss., where she remained for five years. Many overflows of Little Bayou Pierre occurred while she was there. On one occasion Illinois Central trains were detoured, and the local force were kept busy day and night for several days.

Since 1901, Mrs. Ross has efficiently performed the duties of agent at Clinton, La. Her tact and judgment have enabled her to meet the difficult situations which arise in the relations of the railroad with the public. She has never sought to extenuate her business responsibilities by the fact that she is a woman, and she is not forgetful of the rights of the public, while endeavoring to be always mindful of the interests of the Illinois Central System.

While diligently discharging the duties of her railway position, Mrs. Ross has

found opportunity to engage in the affairs of the community. She manifests a lively interest in those movements which make for public welfare and advancement.

Manages Dining Room at Louisville

The Kentucky division veteran is the manager of the dining room at Central station, Louisville—Mrs. L. A. Mulheron, formerly Elizabeth Anna Hastings, who was born in the north of Ireland, in County Antrim. She is the daughter of Mr. and Mrs. William Hastings. Mrs. Mulheron spent her early childhood in Ireland and was educated in the national schools there. She attended Grace Hill Ladies' Finishing School for one year.

Mrs. Mulheron's birthplace is that part of Ireland where the renowned Belfast Irish linen is made. The manner in which linen is made is described by Mrs. Mulheron as exceedingly interesting, probably the most interesting part of the process being the finishing touch, when the exquisite web is spread on the bleaching greens. The Cully-backy bleaching greens, the most famous in Ireland, are said by Mrs. Mulheron to be very beautiful. They stretch away in undulating acres of green grass (the greenest in all the world) and form a background for the snowy linen, which is placed on the greens to bleach. At evening, when the sun sets far over the Irish hills, it lights up the greens, flecks with gold the white of the linen and makes a fairyland of color, white, green and gold tinged with coral.

In 1883, Mr. and Mrs. Hastings, with their family, sailed from Londonderry, Ireland, and landed in New York City. From there they went direct to Homer, Mich., where Mrs. Hastings had a nephew residing. On October 23, 1899, Elizabeth Hastings was married to J. L. Mulheron of Mitchell, Ontario, Canada. To this union one child, Marguerite, was born. Marguerite is now Mrs. L. O. DeWolfe. Mr. DeWolfe is ticket agent for the New York Central Lines at Quincy, Mich., and is local chairman of the Michigan division, Order of Railroad Telegraphers. Mrs. Mulheron has one grandson, Robert E. Lee DeWolfe, who is now 7 years of age. Mr. Mulheron died two and a half years after their marriage, and Mrs. Mulheron resided with her parents at Homer, Mich., until December 24, 1897, when she came to Chicago and took a position in the dining room at Central Station. W. B. Murray was at that time superintendent of dining service for the Illinois Central System.

On November 13, 1900, Mrs. Mulheron left Chicago to become manager of the diningroom in the new station at Decatur, Ill. That station was then one of the finest on the Illinois Central System. It was



Mrs. Mulheron and her grandson



Mrs. Hawks



Miss Fritz

dedicated with great ceremony, the railway general officers attending the dedication. Mrs. Mulheron has preserved a Decatur paper dated November 15, 1900, which describes in full the opening of the new station and the beautiful diningroom, showing plans and photographs.

Mrs. Mulheron remained at Decatur, Ill., until May 16, 1903, when, at the request of her superintendent, she went to Louisville, Ky., to be manager of the diningroom there, where she has since remained. She has served under W. B. Murray, F. M. Daw, W. C. Francis and the present superintendent, C. B. Dugan. During her stay she has had many and varied experiences, not the least of which was the fire on March 18, 1909, when the station was almost destroyed, and the flood of 1913, when there were twenty-seven inches of water in the dining room for ten days.

In spite of these experiences and the fact that she has a limited space in which to handle the crowds that throng Louisville, Mrs. Mulheron has made a success of the Louisville diningroom. She is conscientious, strictly attentive to her duties, and at all times watchful of the welfare of the public. Mrs. Mulheron is prominent in church circles in Louisville as a member of the Warren Memorial Presbyterian church.

Woman Is Agent at West Point, Miss.

Miss Fannie E. Johann of the Mississippi division, agent at West Point, Miss., was born at West Point. Her father, a native of Germany, had come to America when a young man. Her mother was an American of German parentage.

At the age of 15, after completing her common school education, Miss Johann began teaching in a country school, where she remained for four years. She did not like this work, however, and took a business course. March 1, 1898, she obtained employment with J. D. Evans, Illinois Central agent at West Point, to assist with

express and other routine work of the station.

May 25, 1900, she was given her first railway position as a clerk at Kosciusko, Miss. D. S. Comfort was agent at that point. She held this position until October 15, 1900, when she went back to West Point as operator-cashier, a position she retained until January, 1904, when she was promoted to agent. J. G. Neudorfer was superintendent of the Mississippi division at that time.

In June, 1918, the Southern Railway and Illinois Central System offices were consolidated at West Point, and Miss Johann was obliged to give up her position, as a man was desired for the consolidated agency. In August, 1918, she was transferred to Grenada, Miss., as cashier, and she was made agent at West, Miss., in December, 1918. She remained there until April 30, 1920, when she went back to West Point as agent, the Southern and Illinois Central having dissolved the consolidated offices there.

She Grew Up in Railway Life

When W. B. Barton entered the service of the Illinois Central System at Onawa, Iowa, in 1887 as station agent there, his daughter, Florence—now agent at Ulmer, Iowa, on the Iowa division—was not quite 5 years old. Mr. Barton served as agent at Onawa for more than thirty-three years and was pensioned in July, 1921. His daughter grew up in railway life, she says, as her home was above and her childhood playground in the vicinity of the station.

During her school days, she helped her father by collecting freight bills and assisting with other work outside of school hours and on Saturdays. When she finished school in 1901, she was given a clerkship with the railroad at \$20 a month. This position was abolished in the fall of 1903, but the young woman continued to assist her father with his clerical work, although she received no pay for it. Meanwhile she was studying telegraphy, and in the winter of 1905 she was assigned to Smithland, Iowa, to relieve the regular agent there for several months.

In June, 1906, she went to Cherokee, Iowa, as a ticket clerk, remaining there



Mrs. Hawks' home on the farm

until January, 1908. In March of that year she entered the telegraph service as second trick operator at Tara, Iowa, working there until May, 1909, when she was transferred to Council Bluffs to assume charge of the city ticket office at that point. In August, 1910, the office was closed, and Miss Barton re-entered the telegraph service, serving as operator at Tara, Sioux City, Webster City, Fort Dodge, Ackley, Parkersburg, Cherokee and Cedar Falls, coming finally to Ulmer, Iowa, in February, 1912, to become agent and operator, which position she still holds.

A year later she became Mrs. Hawks, but her husband was unable to win her away from railway work. In this regard, she says:

"The work I grew up in and have done so long has a very decided fascination for me, so much so that, although I changed my name, my husband has not succeeded in inducing me to change my job, up to the present time."

She also says: "I early learned habits of thrift, and one of my first investments was in Illinois Central stock, which I still proudly possess."

Clerk for Seven Different Agents

Miss Lucy Fritz of the Memphis division has been the clerk in the Yazoo & Mississippi Valley station at Lexington, Miss., since August 1, 1904. During her term of service, seven different men have held the position as agent at Lexington. At the time of each change, the retiring agent recommended Miss Fritz to the incoming agent, and she remained in her position.

C. Q. Magee was the agent at Lexington when Miss Fritz first entered the service, and his sister, Miss Ruth, had been acting as his clerk. At that time, Miss Fritz was employed in the postoffice.

August 1, 1904, Miss Magee became too ill to continue her duties as clerk in the station, and Mr. Magee asked Miss Fritz to substitute. She says that, although the work was entirely different from that at the postoffice, she was able to take hold readily and do a great deal of it unaided.

At the end of two weeks, Miss Magee returned to her position, but remained only one week, when her mother became so ill that the daughter gave up her position permanently to do the work at home. Miss Fritz was then given the position.

Soon after that Agent Magee was transferred to Ackerman, and R. Thompson became the agent at Lexington. Mr. Thompson left Lexington in May, 1905, and J. A. Antimark became the agent. The next year, E. F. Rhea took Mr. Antimark's place.

When Mr. Rhea was arranging to trans-

fer from his station at Robinsonville, Miss., he asked Superintendent Horn's permission to bring with him a young man from that town to be his clerk at Lexington. Superintendent Horn referred the communication to the retiring agent, Mr. Antimark, who highly commended Miss Fritz and suggested that no change be made in the clerkship at Lexington. So Miss Fritz was retained in her position.

Mr. Rhea was agent at Lexington until May, 1914, when W. H. Graves, Jr., took charge as relief agent until the arrival, June 15, of T. J. Trull, who had been appointed the regular agent.

Mr. Trull left Lexington in December, 1916, to accept the agency at Tunica, but he returned to Lexington in September, 1918. J. T. Rowe was the agent during Mr. Trull's absence.

Miss Fritz says that she has enjoyed her work under the direction of these men and that she becomes more interested in railway work every day.

In Railway Service More Than 17 Years

With the exception of four months of 1906, Miss Bertha Weil of the Memphis terminal, who is at present secretary to Agent J. P. Moews at Memphis, Tenn., has been continuously an employe of the Illinois Central System since December, 1905. Miss Weil is thoroughly conversant with all the working details in the office of agent at a big city terminal, having served as stenographer and secretary to three successive agents at Memphis.

She studied commercial stenography at one of the business colleges in Memphis, and her first position was obtained with the Illinois Central as stenographer for the assistant chief clerk to the local agent. That was before the extensive terminal improvements were made at Memphis and a long time prior to the construction of Grand Central Station.

Miss Weil was not very enthusiastic



Miss Weil



Mrs. Allison

about railway work at first, and after eight months' service voluntarily resigned her position. But the subtle lure of railroading had found lodgment in her heart, and after a short interval of four months she came back again to the transportation game, accepting a position as stenographer to E. P. Stovall, who was then local agent. Mr. Stovall was succeeded by Ben Herring, and Mr. Herring in the course of time was succeeded by Mr. Moews. Miss Weil remained as secretary to each succeeding incumbent of the office.

The routine of the agent's office has become second nature to her. She is familiar with all the "ins" and "outs" of the working system. "There's nothing interesting or unusual about my railway experience," she declares. "I've just worked along, a day at a time, until it has mounted up in a total of years, that's all."

Miss Weil relates an instance of an expression that puzzled her when she first came to work in a railway agent's office. The expression in question, common around the office at that time, was, "Punch this fellow." Miss Weil couldn't make that out, but she refused to humiliate herself by asking anybody. So she kept still and waited for enlightenment. Her patience was ultimately rewarded. She found out that it meant, translated from railway slang into plain English: "Look up the file which contains this person's correspondence and place his latest letter therein." There is a punching machine used in many offices to clip holes in letters, so that they may be conveniently filed, which probably explains the expression.

Has Good Record as Railway Clerk

The woman longest employed on the Springfield division is Mrs. Etta M. Allison of Assumption, Ill. Mrs. Allison was born at Forreston, Ill., and entered the service of the Illinois Central System as a clerk at Assumption in 1906, which position she still retains.

Mrs. Allison is a devoted worker in the church and prominent in social affairs, not only at Assumption, but in neighboring towns and communities.

Her duties as clerk have been performed in a highly satisfactory manner; in fact, her work has been commended favorably, not only by auditors of the company but by the express company as well. Mrs. Allison is untiring in her efforts to render efficient service and is universally liked, not only by her associates but by all with whom she comes in contact.

Office Work Puzzled Her at First

Miss Mayme Woy of the Illinois division, abstract clerk in Agent A. P. Gorman's



Miss Woy



Miss Blotkin

office at Champaign, Ill., has been making out abstracts in that office for more than sixteen years. Her first employment was in December, 1906, as an abstract clerk in the agent's office at Champaign, and she has dealt with abstract sheets almost every day since.

Miss Woy says that she lacked confidence in herself when she first started to work. Her first inspection of the abstract sheets, with the blank spaces for entry, sent her brain into a whirl, she says. Then she was shown one that had been filled out. That was almost too much for her. She says that if Agent George W. Manley, her cousin, had not soothed her excited nerves she would never have attempted the work.

The transfer work—a record of bills of goods that had been transferred from the Illinois Central to the other railroads at Champaign—also made her feel that she was absolutely useless in this world, she says. She learned a little each day, however, gradually gained confidence in herself and before long was doing the work without thinking of what a strain it was. She now says that if she could have concentrated more on the work at first and thought less of her inexperience she might have learned more rapidly.

The abstracts at that time were made out each day, but were held until the end of the month for balancing. That made the work extremely heavy at the close of each month. A check was made with the freight-received book and with the cash book. Miss Woy always made a trial balance at least once a week to safeguard herself. If she had made an error on her abstracts, it was much easier to make the correction then than it was to wait until the end of the month.

But it was not long before a new system was installed. The new abstract forms required a daily balance and had many more places for detailed entries. Miss Woy says that by this time she had become

thoroughly familiar with the old system and wondered if it would be possible to do away with it entirely. The new way didn't seem to take care of everything, she says, but time and experience with it showed that it made her work much easier and more accurate. She knew her work so well at that time that the new system was installed quickly and easily.

The new system also was a great aid to the auditors, Miss Woy says. Before it was in use the auditors had to check and recheck before they could finish their work. Many times an auditor had to stay in Champaign a whole week, she says.

The freight office was on University Avenue, at the railway crossing, when Miss Woy entered the service. Seven employees were crowded into the small room. In the spring of 1918 the office was moved to its present site on Taylor Street, just north of Main. Miss Woy says that long before the building was completed the office force went there to plan how and where things would be when the office was moved. When the fixtures were transferred the definite positions for them had been decided upon.

T. A. Proctor followed Mr. Manley as the agent at Champaign; then came C. G. Richmond, P. W. Wright and Mr. Gorman. Mr. Wright was the agent at Champaign for about eight years, and Mr. Gorman was his chief clerk.

A Veteran of Service at Cairo, Ill.

Miss Minnie Blotkin of the St. Louis division entered the service of the Illinois Central System at Cairo, Ill., December 10, 1906, when the offices were located in the old "Stone Depot," which was razed after 1912 and 1913 floods had undermined the building. When Miss Blotkin began work, weekly and Sunday office hours were from 7:15 a. m. until such time as the work for the day was completed (allowing one hour and a quarter for noon luncheon). Generally three or four nights' work each week was necessary.

Miss Blotkin entered the service as stenographer to Jacob Jones, who is now with the general freight department at Chicago. It was the duty of the stenographer, in addition to her regular stenographic routine, to check switching and LCL merchandise tonnage for the account of the Cotton Belt, take letters from the accountant, claim clerks and others who handled correspondence, work forwarded abstracts, make corrections on every shipment where an error even as small as 1 cent appeared.

During her first few months in service, Cairo station was still feeling the effects of the East St. Louis flood, and claims by the thousands were awaiting disposition;

this was where Miss Blotkin earned her experience in handling claims.

January 1, 1912, Miss Blotkin was appointed private secretary to the agent, the late John D. Ladd, a position she is now filling for his successor, F. M. Block. This is an important and responsible position, as matters pertaining to the commercial end of the business as well as general freight matters are handled through the office, the Illinois Central having no commercial representative at Cairo. Pay-rolls, station operation reports, all stenographic work, correspondence, bills, legal documents and other matters that reach the agent's office are handled by Miss Blotkin. Filing and giving the public attention on the telephone lines also devolve upon her. In the absence of the agent from his office, for any reason, she receives patrons and attends to their wants, unless a personal interview with the agent is desired.

Only Woman Telegrapher on Her Division

Miss M. V. McCray of the Vicksburg division entered railway service as an operator at Cleveland, Miss., December 17, 1907, and has held this one position for more than seventeen years.

When Miss McCray began her railway work, conditions were different from those of the present day, and she admits that she was handicapped by reason of her sex. Woman suffrage was a thing hardly dreamed of. Office girls were few, and women did not play an important part in railroading.

Miss McCray says she did not begin work with any idea of becoming president of the road, but that she undertook her work as a profession that would yield her a good livelihood. She admits that sometimes she likes her work better than at other times, but she feels that it all depends on the kind and amount of work.

"Miss Mary," as she is known generally on the division, has the distinction of being



Miss McCray



Miss Peck

the only woman in telegraph service on the Vicksburg division, a division on which some of the men have had trouble in holding their own. While on duty she is a strict adherent of "business first," which largely explains the efficiency she has attained. It is said that officials of high rank have had to wait until she had finished sending a train order or other urgent message. She is credited with never having made a mistake in transmitting a train order or telegram.

Wisconsin Division Claims Record

The Wisconsin division and Freeport station enjoy the distinction of having in the service the Illinois Central's first freight office woman chief clerk and, in the same person, the second freight office woman cashier, Miss Mary H. Peck, chief clerk to Agent J. J. Reilly, Freeport, Ill.

In January, 1908, Miss Peck, who had fitted herself for advancement, was selected to fill a vacancy as cashier in the freight office at Freeport. At that time there was but one other woman freight cashier on the system. Since then, however, the gentler sex has shown beyond any doubt that no mistake is made in entrusting the company's funds to the many women cashiers now in the service.

During the World War, at which time Freeport station force was crippled by its employes' entering military service, Miss Peck again demonstrated her ability in carrying on the general work of the station. She was rewarded by being appointed to fill a vacancy in the position of chief clerk, a position she now holds with credit. Her courteous treatment of the company's patrons has brought forth many compliments from the business men at Freeport.

Miss Peck's slogan is "System," and the care of records and stationery, as well as the general efficiency in the freight office at Freeport, would indicate that she is making a success of her slogan. She earned her promotion in the freight office by doing well the work assigned to her and by earnest application, fitting herself for better positions. She entered the service at Freeport as the agent's stenographer March 13, 1901; was promoted to abstract clerk in May, 1901; bill and rate clerk, August, 1906; cashier, January, 1908; chief clerk, July, 1918.

Completes Fifteen Years of Service

Miss May Ransom, who is correspondent for the *Illinois Central Magazine* at Jackson, Tenn., shops, and clerk in the office of Master Mechanic Grimes, is the woman longest employed on the Tennessee division, having entered the service on April 1, 1908. She has now completed her fif-

May, 1923

teenth year of employment on what she calls the "best railroad in the world."

Miss Ransom began her railway work as stenographer for General Foreman A. T. Franklin, a position she held with credit for three years, until the office of the master mechanic was located at Jackson, when she was transferred to that office.

It might be said that Miss Ransom has been a railroader all her life, as she is the daughter, the sister and the niece of Illinois Central conductors. Apparently she is pleased with the treatment she has received at the hands of our company, as she has received numerous offers of other positions, but says she does not care to leave.

Many changes in the shops at Jackson have been witnessed by Miss Ransom, among which are the erection of an up-to-date office building and storeroom, considered one of the best on the system; she also remembers the old roundhouse which has now been torn away and a new 20-stall roundhouse built and the old 70-foot turntable that has been replaced with an 85-foot table to accommodate the larger locomotives. In 1912 the machine shop was destroyed by fire and was replaced with a new building and all modern equipment.

Holds Record as a Traveler

Miss Emily R. Swatosh of the Minnesota division entered the employ of the Illinois Central System as a stenographer at Cedar Rapids, Iowa, June 1, 1910. She was appointed billing and O. S. & D. clerk in 1919 and transit rate clerk and inspector of damaged freight in 1920. In addition to being a rapid and accurate typist and an expert at taking dictation, she has acquired a wide knowledge of freight station operation, extending even to the highly technical and involved transit rate problems.

Miss Swatosh is considered one of the valued employes of the "Old Reliable," and she is more than that; as one of the lead-



Miss Ransom



Miss Swatosh

Thirteen

ers in the Business and Professional Woman's Club of Cedar Rapids, she has taken a prominent part in the civic work of that organization in the community; she is a member of the Newton Alliance—a distinct honor, as all who are familiar with that body and its founder, the Rev. James Fort Newton of Cedar Rapids, will attest; she is also an active member of the O. E. S.

During the great war Miss Swatosh was indefatigable in her efforts to aid the cause of our country, giving freely of her time, money and energies to the American volunteers, among whom her brother was one of the first to enlist.

Miss Swatosh is a woman of wonderful dynamic energy. She takes a keen interest in the affairs of the whole world—indeed, she is a sort of citizen of the world herself. With all her various activities, her railway work, her social, religious, civic and home affiliations, she finds opportunity to read good books and magazines and to keep up with the trend of the times. She has cosmopolitan tastes and has been a great traveler in our own and foreign lands. She

knows the United States from the Atlantic to the Pacific oceans. Her knowledge of continental and insular Europe is also very extensive, as well as her experiences in other parts of the eastern and western hemispheres.

Miss Swatosh has visited most of the great burying places where famous figures in the world's history sleep; these historic spots range from our own shrines of Washington and Lincoln to the tomb of Napoleon; from Arlington to Westminster Abbey and the mausoleums of the Cæsars along the Appian Way. She has visited most of the great art galleries, too—the Louvre, the Rizzzi gallery and the wonderful collections of priceless treasures in France and Italy.

Miss Swatosh has viewed many of the great places which hold the memories of vanished glories, but she still loves best the simple pastoral charms of Iowa and the kindly smiles of old friends, to say nothing of the irresistible appeal of her work on the Illinois Central System, which she says is best of all.

Has 45-Year Record in Avoiding Accidents

After serving this company for more than forty-five years, Thomas Hughes, section foreman at Champaign, Ill., was retired on a pension February 28. He was born in Loughrea, Ireland, March 30, 1851, and is now just past 72 years of age. When 22 years old, he left his native land and, after



Thomas Hughes

his arrival in the United States, settled at Champaign. On April 26, 1873, he entered the employ of the Indianapolis, Bloomington & Western Railroad as a section laborer, working on the district between Urbana and Indianapolis, but on January 12, 1874, he left its employ to accept a position with the Western Union Telegraph and Telephone Company, which was then constructing a telegraph line between Chicago and Dubuque, Iowa. In December, 1874, he returned to the I., B. & W., and until January 1, 1878, his services were alternated between section work and farming. On the latter date he decided to give up his agricultural pursuits and follow railway work entirely.

His record of continuous service dates from January 1, 1878, on the Havana dis-

trict of the I., B. & W., now a portion of our Springfield division. He was a section laborer until December 1, 1885, and was then made a foreman at White Heath, Ill., a position he held until June 2, 1902, when he was transferred to Champaign in a similar capacity. He remained there as foreman until his retirement.

On December 31, 1878, he married Miss Beatrice Normandy, also a native of Ireland, the ceremony being performed by the Rev. Father Toner at St. Mary's Catholic Church, Champaign. Seven children were born to this union, three girls and four boys: Mrs. John Mullen, Champaign; Mrs. R. E. Mullen, Farmer City, Ill.; Mrs. W. E. Murphy, Odell, Ill.; John Hughes, manager of the Ideal Electric Construction Company, Champaign; P. H. Hughes, member of the Lilliard, Getman & Hughes Furniture Company, Champaign; Thomas E. Hughes, president of the Homer Electric Light & Power Company, Champaign; Joseph R. Hughes, Kokomo, Ind., representing the Manhattan Electric Company of Chicago. Mrs. Hughes died January 1, 1922, and since that time Mr. Hughes has been making his home with Mrs. Mullen.

One of the outstanding features of his long term of service is that no personal injuries were sustained either by himself or by men under his supervision, which indeed is an enviable record.

Survey of the American Railway Problem

President Markham Tells Legislators at Springfield, Ill., About Dangers Confronting Transportation

Upon the invitation of the Committee on Transportation Survey organized by the upper house of the Illinois General Assembly, President C. H. Markham of the Illinois Central System addressed the members of the committee and an interested audience in the senate chamber at Springfield, Ill., Tuesday, April 10. In introducing Mr. Markham, Senator Kessinger, chairman of the committee, outlined the purpose of the meeting as follows:

THE Committee on Transportation Survey grew out of a resolution introduced by Senator Searcy when this community was face to face with the crisis affecting the Chicago, Peoria & St. Louis Railroad, some 240 miles in length, serving more than 300,000 persons, fifty grain elevators, six coal mines and sixty-six towns and villages and cities. The agitation over the proposed, and I suppose now ultimate, abandonment of the Chicago, Peoria & St. Louis started this survey. This is not an investigation, and we don't bring anybody here for cross-examination. We are not holding any hearing except hearings in the senate chamber at Springfield, and we have no illusions about the ultimate results of the survey. We do hope that the educational campaign growing out of these hearings will at least arouse the public sentiment so that we can discuss and finally decide various railway, traction, waterway and hard road questions soberly, without prejudice and without misinformation.

Abandonment a Serious Thing

We do know that, regardless of many of the controversies of the past, when a community like our community in Kane County is face to face with an electric line's being abandoned and this community, where they have the Chicago, Peoria & St. Louis Railroad, face to face not with the question of rates or various controversies but face to face with having no railroad at all to serve these communities, we do know it is a serious thing. The truck has got a good part of the freight; the automobile, a good many of the passengers.

When the Chicago, Peoria & St. Louis Railroad was built, the McKinley line did not run between Springfield and Peoria; the Chicago & Alton at that time did not run between Springfield and Peoria, and, of course, the hard road at that time was not laid between Springfield and Peoria. This congestion of traffic and the coming

of the automobile, the hard road and the truck brought a great problem.

Our next hearing will be next week on trucks, busses and hard roads. The last subject we will consider will be the traction lines.

Today we are inviting the speaker, who is to address us, the only speaker today, not to talk about the Chicago, Peoria & St. Louis, but to talk as a railway man, which he has been all his life, about the railway problem in America as he sees it. Back in 1890 the oldest and most famous automobile manufacturer was working in a bicycle shop, a prominent hotel owner was hopping bells, America's steel king was stoking a blast furnace, an international banker was firing a locomotive, a president of the United States was running a printing press, a great merchant was carrying a pack on his back, a railway president was pounding a telegraph key, and the man who addresses us today, the president of the Illinois Central Railroad, Mr. Markham, had begun his railway work, not as a telegraph operator but as a section hand. And I think for some twelve years now he has been president of this great railway system, thus showing that in the land of opportunity there are still chances for men of industry.

Our Most Important Question

Mr. Markham said:

When I accepted Senator Kessinger's invitation I had supposed that what I was going to do was to come down here and talk to the Committee on Transportation and perhaps to a few other members of the legislature. I am delighted, however, to have the opportunity of talking to as large an audience as this, because I know that you are all vitally interested in what seems to me to be the most important question before the American people today, and that is the preservation of the railway transportation system of this country.

There is a good deal of talk being indulged in throughout the country, and much of it from high places, by persons who, if they don't know better, ought to know better, to the effect that the railway transportation system of this country has broken down. I want to say to you, as an officer of one of the principal transportation lines of the Middle West, that so far as the Illinois Central System is concerned the road not only has not broken down but is better

today than it has ever been in its history, and I believe that to be generally true of the railway systems of this country.

During the last six months of 1922, notwithstanding the coal strike that put upon the railroads a burden of transportation within a limited period that ought to have been spread over the previous five months, notwithstanding the strike of the shopmen on all the railroads of the United States, during that period the railroads handled within a fraction of 1 per cent of the peak load of business handled in 1920, which represented the high mark of railway transportation in this country. During the last three months, January, February and March, all previous records for the same period have been broken. Now I ask you if a broken-down railway transportation system would have been capable of making a record of that sort? We know it is not true that the railroads have broken down, and we don't believe that the people who are preaching that doctrine believe it is true.

What Radical Regulation Did

Now, I don't mean to be understood as claiming that everything about the railroads is just the way it should be. It is far from that. We are not equipped today to take as good care of the transportation requirements of the country as we ought to be; and I want to indulge your patience or ask you to indulge me in briefly outlining to you some of the reasons why the railroads are in the situation they are in today. The beginning of radical regulation of the railroads of this country began with the passage of the Hepburn Act in 1906. That was followed by the passage of the Mann-Elkins Act in 1910.

Now, I want to put before you a picture of what happened before the passage of those two restrictive laws and what happened afterward. For the five years prior to 1907 there were ordered for use by the railroads of the country 480,000 freight cars. During the next five years, ending with 1912, 230,000 freight cars were ordered; in the next four and a half years, 114,000, and for the five years ending with 1921 there was an actual decrease of 13,521 freight cars in use by the railroads of this country. Now, what does that mean? It means that, whatever the reasons may have been, whatever faults there may have been in the conduct of the railway managements of this country, when the process of regulation was undertaken it went too far, it went a great deal farther than it ought to have gone, and if it had not gone so far we would today have been supplied with more facilities than we have and probably would have been able to have taken ade-

quate care of the peak load of business whenever offered.

A Let-Down in Employee Morale

Then came the taking over by the government of the railroads in 1918. I have no criticism to make of the federal control of the railroads of this country. I was connected with the administration for nearly two years myself. I know that every man connected with the Railroad Administration did the very best that he could to serve the public and to protect the interests of the owners of the properties during that period. There are a lot of reasons for the trouble during and after federal control. There was a complete disorganization, for example, of the forces of the railroads, growing out of the demands for labor, growing out of the war requirements, growing out of the fact that our young men went across the sea in service. There was a let-down in the personnel of the roads. As an illustration of some of the things that happened, I remember well that early in January, 1918, when I was going to Washington at the call of Director-General McAdoo, the conductor came around in the morning to give up the checks for the tickets. I was sitting in the seat with the late lamented Roger Sullivan.

Mr. Sullivan said (the train being late): "I suppose we will get a rebate because of this delay."

The conductor was a man who looked to me as if he had been in the service thirty or forty years. I think he was the kind of man who, a month before that, in answer to a question of that sort, would have made an entirely different answer from the one that he did make.

What he said to Mr. Sullivan was this: "Oh, I don't know. You will have to ask McAdoo."

And then, as a second thought, it occurred to him that he ought to refer to Mr. Willard, who was the president of that road.

The Effects of Federal Control

That is just a little sample of the change that took place in the minds of the railway employees of the country when they found themselves in the employ of the government and away from all of the influences that surround the handling of men under private operation of these railroads. But, however that may have been, the government did not have an easy time in handling this situation. There were a lot of things it had to do. Advances in wages were necessary. Things were done in the way of standardizing wages perhaps that ought not to have been done; but that is behind us.

But what did happen as a result of fed-

eral control? That is the point I want to make in my discussion with you. The roads were returned to private ownership, in the first instance, with insufficient rates; and, in the second instance, with largely increased costs of labor and with influences surrounding their operation that we are just about getting away from. Because of the war conditions the equipment of the roads of the country was not properly maintained. It was not possible for the government to maintain them properly. War purposes made a demand for all of the essential elements that go into the repair of equipment, that go into the construction of new equipment, and to the extent that the government could get along with the tools it had it did make that effort. But, notwithstanding all that, the fact is that when the roads came back to their owners they were in a condition that took a considerable time for the private managers to overcome. As I see it, we have just about emerged from that situation, and we have reached the point where, if we are left alone in a reasonable way, perhaps not altogether, we will work this problem out and we will in the end be able to provide the people of this country with the quantity and the quality of transportation that are needed if the nation is to continue to grow and progress.

Take the present situation and recall the discussion about high rates. In November, 1921, corn, I recall, was worth about 39 or 40 cents a bushel. Today it is quoted at 79 cents a bushel. Other farm products have increased in the meantime, and today the farmer is not so much concerned with the rate itself as he is with getting the cars to move his stuff when he is ready to ship it; and that, I think, is true of the general business of the country, except as we hear from certain gentlemen prominent in political life who think that they are improving their political standing by appealing to the farmer and who are engaged constantly in calling his attention to the fact that freight rates are too high and ought to come down. We hear very little today about the freight rate itself. Again, I say that what the people of this country are concerned in now is not the measure of the freight rate but transportation when they want it.

Purposes of the Transportation Act

The Transportation Act is under attack from these same sources. Now, what is the Transportation Act? The Transportation Act was the law that became effective in March, 1920. It was passed in recognition of the fact that, as a product of the war and because of the conditions surrounding the return of the railroads to

private control from federal control, something constructive was necessary in order to permit the people of this country to enjoy the transportation that they must have. It provides a direction to the Interstate Commerce Commission to fix rates on a basis that will yield a fair return on the valuation of the roads. It also provides for a labor board, the thought being then that it was necessary, in order to provide the people with a continuous supply of transportation, to guard against interruptions which might interfere with that continuous supply.

One of the efforts that was made when the bill was under discussion was to provide against strikes, but there came a recognition of the fact that in this country such action would not do. The Congress might pass a law providing against strikes, but the later experience in the coal miners' strike was this: When Judge Anderson issued his famous injunction, the only result was that the officers issued no instructions, but the miners would not go back to work. As a practical question, I don't see any way to make effective in this country of ours a law that will prevent men from quitting work whenever the conditions surrounding that work do not please them.

Difficulty of Standardizing Pay

Now, in lieu of that, the undertaking was to provide ways and means of bringing the men and the managements together whenever disputes arose likely to interrupt transportation. I think myself the solution has worked fairly well. I don't agree with everything that the Labor Board has done. I think in some of its decisions it went a little farther afield than it ought to have gone—for example, in the matter of standardization of wages. I speak rather feelingly on that subject because we operate, as you know, in the Southern states, where negro labor predominates. Some of the roads that operate entirely in the Southern states are able to agree with their men under the law and to agree upon rates that are lower than we have to pay, because under the rulings of the board (and I am not criticising them) the majority in any craft controls the rates to be paid in that craft anywhere on the railroad. Now, the result of that is that we are not privileged to deal with our labor in the South to the same extent that other industries are, and we are, therefore, paying very much higher rates than they are paying. I have always thought, in that instance, that the Railroad Labor Board ought not to have established a standard of railway wages in all sections of the country. Living conditions are not the same in all sec-

tions. There are a thousand and one things in living conditions that militate against standardization. You have to pay men out in the desert more than you have to pay them in the city. In Chicago living costs are very much higher than in the small towns on our railroad in Iowa and Illinois and other states, and there ought to have been some way of taking note of those conditions and making differences in the rates between those different sections of the road.

No Guaranty to the Railroads

In attacking the Transportation Act and seeking its repeal, some of our Western senators, notably those recently elected, are representing to the people that there is a provision in the act guaranteeing to the railroads of the country 6 per cent on the valuation fixed by the Interstate Commerce Commission. They repeat that misstatement in season and out of season. I am afraid I would be insulting the intelligence of this audience to explain the matter, but it will take only a moment and there may possibly be someone here who doesn't understand it. There never has been a guaranty of 6 per cent to the railroads. For the first six months after federal control the government undertook to pay all the bills covering operating expenses and the general expenses of conducting these railroads, reserving to itself the authority to throw out any bill that did not in its opinion wisely represent a proper charge. After that time and for the first two years following March, 1920, what the Interstate Commerce Commission did was to undertake to fix rates on a basis that would yield 6 per cent. But the rates never did yield 6 per cent. For the entire year of 1920 there was less than one-tenth of 1 per cent return; for the entire year of 1921 there was about a 3 per cent return, and for 1922 there was about a 4.1 per cent return, instead of the 6 per cent.

Now, we are working on the 5% per cent basis. It seems to some of us now, with the increase in business of the country, we are rapidly approaching the point where we will begin to earn the 5% per cent. Then when we earn more than the allotted return the government requires us to turn one-half of the amount over to it to be used by the Interstate Commerce Commission in its discretion in supporting the weaker lines of the country. The suggestion is that the way to do it will be to lend the money at whatever rate the government fixes at the time to roads that cannot get their money from other sources. The other half of the excess over the allotted return is to be retained by the railroad earning it and set aside in a separate fund until the amount reaches an aggregate of

5 per cent of the total valuation of the road, drawing from it in the meantime, however, whenever necessary to pay dividends.

Now, these gentlemen are attacking the valuation feature of the act, and Senator Brookhart, the new senator from Iowa, is saying that the value of the railroads is about \$8,000,000,000 in excess of what it ought to be.

Now, let me explain to you something about the valuation reached by the commission. In 1913 Senator LaFollette was the author of what is known as the Valuation Act. That act required the Interstate Commerce Commission to find the original cost, the present value less depreciation and the value including other elements of the roads as of a certain date in 1914. The railroads and the government have spent since that time about \$85,000,000 collecting that information. The Interstate Commerce Commission found, after using the figures resulting from its investigation, that the roads were worth in 1920 \$18,900,000,000. Since that time, bringing the railroads up to date, investments have been made and certified to by the commission until the aggregate is about \$20,000,000,000.

Now, Senator Brookhart advances this very ingenious idea. He says that the value ought not to be based on any such finding as that, absolutely overlooking the fact that that basis results from the passage of a law the author of which is Senator LaFollette, whom no one ever suspected as being a friend of the railroads, the underlying reason for the passage of that law being to find that the railroads were overcapitalized and to use that information in fixing the rates of the railroads of the country.

Why Market Value Can't Be Taken

Now, notwithstanding all of that, Senator Brookhart proposes to find the value of the railroads by taking the market value of their securities at a time when the security market was at its lowest point. He has taken, for example, a period in 1921 (I think about September 12), that period also being taken by several others who are advancing the same arguments that he is for changing the valuation of the railroads. He takes the market value and, using that market value, finds that the roads are worth about \$8,000,000,000 less than the commission has found the value to be.

Now, let us take that same period and take the price of government bonds, of liberty bonds. They were selling at that time from 87 to 88 cents on the dollar,

(Continued on page 94)

With Rod and Reel Near Natchez, Miss.

*Our Local Freight Office There Yields What
the Author Terms "A Truthful Fishing Story"*

By R. K. HOLMAN,
Chief Clerk, Natchez, Miss.

THERE is an incentive in this story, and that is: Contentment, pleasure and recreation are essential to our life itself and the services we render our employers. Proper environment is an invaluable asset. This is supplied in abundance in a large circumference around ancient, historical Natchez. History records every item of interest applied to this grand old city in the course of many years back, but one must visit Natchez and tour her borders and territory to appreciate her attractions.

Unlike conditions in the "shivering" weather prevailing in the North, East and West at this writing (March 6), our grass is a beautiful mantle of green; our violets, roses, nasturtiums, narcissus, Easter and spider lilies, and many other flowers are gleaming in their beauty; our many varied song birds are chirping their merriment; our thousands of fig trees are bursting forth the costumes that covered Adam and Eve; our lithe serpents and alligators are stretching their bodies in our beautiful sunshine in relaxation from only about two months of mild winter confinement; our beautiful blue lakes and streams are literally alive with those envied specimens, such as black and striped bass, white and speckled perch, trout, etc., all of which are dancing in glee over the water's surface in wonderful appreciation of their abode in this section of the "Sunny South." Our soil, of the richest in the whole world, is beckoning her army of planters as her tender heart is already being pierced with cold steel. Our noted moss that gracefully drapes almost every tree is awakening with



Our entire fishing party in office regalia, taken on the steps of the freight office the day after the trip. Left to right, front row: V. A. Jehlen, J. H. Douglass, Karey Collins, R. K. Holman. Back row: John S. Hermann, Joseph B. Landreaux, Ernest D. Goza.

a beautiful tinge of green, supplanting the fading mantle of steel gray, winter's own.

Decided on a Fishing Trip

Classing our railroad as an industry, we are the only concern located on the famous Natchez Bluff directly adjoining the heart of the city. Our beautiful stucco and pressed brick passenger station, and our large freight warehouse and office building combined, together with all other departmental buildings, are located within two hundred feet of the edge of the great bluff that slants almost perpendicularly for hundreds of feet down to the Father of Waters, the mighty Mississippi. Parallel with our buildings for three blocks is a beautiful natural park, where from now until next December almost everyone here spends many pleasant hours each week. Our passenger patrons, owing to the proximity of our station, can readily view miles of territory and a large portion of industrial Natchez.

We workers in the freight office, located in the second story, are imbued with the spirit of pleasure and recreation every time we look out of our windows, either south or west; we see wonderful streams and lakes beckoning the rod and reel.

The members of our force, having become restive and needing some recuperation from heavy work occasioned by heavy freight business, and also lured by "the beckoning of the rod and reel," got their



South end view of the Yazoo & Mississippi Valley freight station and office. Little Robert Holman, champion junior fisherman, is shown in the foreground.



Our passenger station at Natchez. It is on a high bluff overlooking the Mississippi River, miles of Louisiana's level plantations and industrial Natchez.

heads together on March 2 and tactfully arranged a fishing expedition for the weekend. Those making up the party were Yazoo & Mississippi Valley employes, as follows: Vic Jehlen, cashier; Colonel Jimmie Douglass, rate clerk; Ernest Goza, special accountant; Josephus Landreaux, station accountant; John Hermann, yard clerk; Karey Collins, government student; Bob Holman, chief clerk, and a wonderful negro "chef" and camp keeper. Having fully equipped ourselves with camp regalia and fishing facilities and after selecting either Junks Lake or L'Argent Bayou (both beautiful streams and miles long) in preference to other noted fishing haunts such as Cross Bayou, Turtle Lake, Kimball's Bayou, Lake Bruin, Whitehall Lake, Lake St. John and many others, we loaded up in two cars and ferried across the Mississippi River into beautiful Louisiana, therein to take the marvelous pike road extending miles into the interior of the state.

Less Than an Hour to the First Stop

In less than an hour from the time of our departure, we were trying our luck on Junks Lake. We made every effort at some good catches, but failed; this was my first time there in failing to strike fine luck. The old rascals there that evening would not swallow even the choicest bait. We ran a nice fellow down, just for a test, and even tried to force a fine large live minnow down him, but he kept spitting it up. This was conclusive proof they were not striking or biting.

Our zealous efforts had by this time almost exhausted us, and our camp appetite had seized us. We asked the chef for aid. Oh, boy! You talk about a sumptuous meal? We had it. We can all assure you that we would not have exchanged that meal for the king's. When camp had been lifted for another move in quest of game, I took one disappointing look at Junks Lake in memory of those nice big bass and trout we landed there last season. (Incidentally, I hooked a trout there last year

that was so large and vicious that both Ernest Goza and I failed to land him.) We proceeded from there to L'Argent Bayou.

On our way up we traversed the shore of beautiful and large Lake St. John, which reminds me very much of Reelfoot Lake in West Tennessee, only not nearly so long but a much more open body of water. However, Reelfoot Lake has nothing on Lake St. John when it comes to an abundance of fine fish. This night was perfectly beautiful, enhanced by a wonderfully clear full moon, the latter about an hour high as we were riding on the banks of Lake St. John. The sky was perfectly clear, excepting a rippled hazy cloud bank that had temporarily settled on the low eastern horizon, shading the moon at intervals as it slowly drifted into oblivion. The moon was still red, as it is when full and rising, and it was shining directly on the crystal rippling waters of the lake. Words cannot adequately describe the astounding picture nature presented to us.

No Luck in First Attempts

About 9 o'clock that night we arrived at L'Argent. We immediately unpacked and pitched camp on the side of a bank or levee several feet high. We chose this spot on the side opposite the direction of the wind, as March breezes were beginning to blow. Right here is where the fun started. We began to inspect our personnel as to physical condition, as the more experienced ones already realized that this was going to be a hard night for all, more so for the "chef," who was also assigned the extra duties of keeping up a large bonfire throughout the night. Right off, upon examination, we discovered two liabilities; John and Karey were suffering from general exhaustion and debility. Karey soon recuperated temporarily after a cold bath taken in L'Argent. John did the same after a short rest.



A small portion of our Yazoo & Mississippi Valley freight yards proper, overlooking the Mississippi River, just below the bluff and west of freight station, Natchez.

Then we all, including Ed, the "chef," decided we would make some casts in hope the fish would strike (about 9 p. m., moonlight). We all fished most faithfully for about an hour, when all but me gave up in despair, as there was not a bite or strike. Someone then suggested hot coffee, as this and "Adam's ale" were the adopted beverages. Poor Ed now knew his real troubles were beginning. He, however, made haste in serving us all with as fine hot coffee as was ever drunk at camp. We then enjoyed a good many fine stories told us by our veteran, Colonel Jimmie. This part of our entertainment lasted well up into the night. By this time most of the boys (and Uncle Jimmie, too) were really exhausted, and all but Ed and me retired.

Little Luck in Night Fishing

I felt sure I could now put one over on them all; so I went to the lake with my rod and minnows, hoping that I would find a nice bass lurking around and induce him to give me a battle. After a while an extra large fellow raised himself at least two feet above the water on a strike, but not at my cast. I noticed that the lake was literally alive with strikes, which proved they were feeding. I cast quickly in the shadow of a cypress tree just ahead of where the big fellow rose, but he did not respond. I won't accept failure; so I decided I would cast up and down that side of the lake all night rather than not be able to take a fellow like this. I worked hard for a long time, but never could get a single strike; so I went back to the hole where my big fellow made his appearance.

Just as soon as I cast there I received a strike, and I could tell that a large one was taking my line. When he had taken about twenty feet, I attempted to hook him, but failed. This fellow gave me entertainment for some time, as he kept striking, but I could never land him. I can say he outwitted me, but had it been daylight I am sure he would never have escaped. I had to give up now; so I joined my comrades in slumberland.

A Rush to Get Started

We all enjoyed several hours of good sleep, our beds arranged close to the big log fire that Ed kept roaring all night. About dawn the next morning Ed woke us and announced: "First call for breakfast." Of course, we were not easily induced to abdicate from our beds, but that delicious odor of rich, wholesome, hot breakfast reaching our nostrils instilled immediate energy into our bodies, and we lost no time in making our complete toilet and preparation for what proved another sumptuous meal.

Breakfast over, every one lost no time in assembling his own fishing outfit with a determination to clean L'Argent of all its "treasures." It really reminded me of a race among school boys out swimming, seeing who could be the first to the water. Some located on one side of the lake, and some on the other, and all began casting. For an hour not a fish was caught. However, we then heard a splashing of water and looked just in time to see Josephus land a nice one. Some of the boys did not give him time to re-bait and make another cast before they pounced down on his location and tried to root him out, but Joe had the goods on them, as right off he cast again, and out came the nicest fish caught on this trip, a large speckled perch.

Colonel Jimmie crept up to me on the opposite bank and whispered, "Let's get us a boat and do some real fishing out there in those good holes and cypress tops." I had beforehand come to this same conclusion, but a strike I had just received was detaining and interesting me. Making no catch, however, I responded at once. We obtained a boat, loaded in and cast out into the channel. We carefully fished all down



Part of our fishing party. Left to right: Ernest Goza, Vic Jehlen, Karey Collins, Joe Landreaux. Taken at L'Argent.



Whitehall Lake in Louisiana, three miles from Natchez, in full view from the Natchez bluffs. This is the lake where R. K. Holman landed the 5-pound 18-inch trout last season.



Look out! Joe Landreaux has his rifle bead on you, just as he has on the accounts at Natchez. Taken at the upper end of beautiful Lake St. John in Louisiana, close to Natchez.

the lake for nearly half a mile, never once getting a single strike; still, the water's surface was a working mass of feeding fish. You could actually see them striking everywhere, rising far above the water's surface. We could not understand why they would not take our bait, as up to this date, right in this lake, every fisherman was making excellent catches with live minnow bait.

Good Results at Lake Inlet

I espied a small canal or inlet to the lake just below us and readily figured that there should be trout passing in and out there, feeding. An old negro passing on the bank told us that the water was pretty muddy today, which was the only reason he had to offer for their not biting. We rowed over close to this canal and landed. Colonel Jimmie quickly got into action and beat me to the first cast. Instantly a huge trout struck powerfully hard and actually took the hook, but the Colonel lost him while bringing him in, as he was too large for the tackle.

I followed with a cast right into the inlet to the lake. An extra large trout also took mine, and I hooked him well, but, owing to too much excitement on my part and misjudging this fellow's size, I attempted to land him entirely too soon and brought him out in a bad place on the bank, allowing him to flounce and tangle my line in the brush. He never ceased his ferocious fight and succeeded in freeing himself from my hook, then tangled, and leaped fully four feet back into the water. Colonel Jimmie scolded me severely for losing him. Of course, I didn't remind the Colonel of what he had just done. I admit that, had I played that big old trout as I should have done before attempting to hook him, I am certain he would have been my prize.

In a few moments Colonel Jimmie began battling with another strike, and at the same time I received a strike from what I knew to be a nice trout. Busy with my own interests, I could not watch Colonel Jimmie on the opposite side of the canal and see him land his, but while I was waiting for mine to take the line I heard a proud exclamation: "Ah boy! What you think of this fellow? Ain't he a beaut?" I took the chance to glance over and saw a nice trout dangling safely on his line. He was about a 1-pounder.

Played the Second One Properly

Immediately my treasure took my line and made straight for the outlet into the lake. As there was no obstruction, I allowed him plenty of line, and you should have heard it sing. I properly judged this fellow's size and found he was just right to give me a nice scrap; so I took my time and when I caught him napping I hooked him and later landed him. It was either a twin brother or a twin sister to the one proceeding to Colonel Jimmie's lair.

By this time several other Natchez fishing parties, drifting in boats, began to anchor close around us, but all related the same story: "They are not biting. We haven't had a strike all morning."

Some of these gentlemen have the reputation of being the best fishermen in this territory. Jim Metcalfe, financier of Natchez, accompanied by Leslie Carpenter, multimillionaire of New York (the latter's father and mother located here), is one of these "never fails," but he was having "no luck." After we had landed several nice trout, they were watching us on a few catches, and we invited them to our "hole" for a try. Right off, Metcalfe landed a nice trout also, and

you should have seen his countenance change. This was his last, however, for it really seemed that the fish cared only for our brand of fresh minnow bait. Metcalfe and Carpenter became disgusted and pulled out for home, as did all the other parties, leaving Colonel Jimmie and me to our fate.

As we two had to join the others of our crowd and get back home by noon, our time now was limited, but even though they were striking slowly



Colonel Jimmie Douglass proudly exhibits a portion of our limited catch at L'Argent. On the left string is the dim outline of the prize speckled perch caught by Joe Landreaux. On the right are trout.



Taken at L'Argent, just as Colonel Jimmie and Bob Holman abandoned their boat. Reading left to right: Ed Harris, chef; Bob Holman, Colonel Jimmie Douglass.

now (mid-day was at hand) we continued to have some real sport and succeeded in landing a nice string of trout. You will note in one of the accompanying pictures our arrival, just as we had abandoned our boat. Part of our catch is also exhibited. We learned that part of our party had departed for home about an hour earlier. They had caught a few nice ones also, but no trout. After our appetites and thirst had been somewhat satisfied, we promptly loaded up, and in about an hour were back in good old Natchez with our loved ones, having gone through a wonderful experience that will be long remembered by us all.

Incidentally, I want to record a few catches we made last season. Vic Jehlen,

I and my son motored to Whitehall Lake, three miles from Natchez. We caught several nice fellows, including a trout weighing five pounds and measuring eighteen inches. I have to claim credit for landing this fellow, as he was a prize here last year. You may talk about sport, but just succeed in landing one of these proportions, and you will agree with me that it is "real sport." I could run my fist and arm down his mouth without touching the inside anywhere.

Ernest Goza, Karey Collins and I spent a week-end at Junks Lake, and the first day caught 170 trout, various perch and bass. We had them cleaned there and sent them back to Natchez that night, three large buckets of dressed fish on ice, as fine a bunch of real game fish as you ever saw.

Again, several of us railroaders, with my 9-year-old son Robert, spent six hours on Turtle Lake, making as fine a catch of trout, bass and perch as anyone would want. Little Robert is an expert for a kid, and on that day he was the champion, catching the largest fellow, a big fine trout. Robert battled with this fellow all alone and landed him safely while the rest of us were up the lake out of sight.

Another time I was the only railroader in a party of four, and this time we spent the day on Kimball's Lake or Bayou. I want to tell you that the string of extra large white and speckled perch we all caught that day would actually take the blues out of any living sportsman. They were grand, not a small fellow caught, all ranging from one to two and a half pounds each.

Our Monthly Roll of Honor

Below is a list of employes retired at the meeting of the Board of Pensions March 20:

Name	Occupation	Years of Service	Date of Retirement
Felix Robinson	Laborer, Water Valley Shops	34	11/30/22
Joseph J. Moran	Engineman, Chicago Terminal	40	12/31/22
William C. Kean	Caller, East St. Louis Shops	25	1/31/23
Burrell A. Boydston	Engineman, Mississippi Division	39	1/31/23
Sam C. Harvey	Hostler, McComb Shops	39	1/31/23
Harvey H. Cordier	Track Supervisor, Newton, Ill.	25	2/28/23
Patrick Foley	Crossing Flagman, Pana, Ill.	31	3/31/23
William F. Barton	Agent-Operator, Dalton City, Ill.	38	3/31/23
Thomas Hughes	Section Foreman, Champaign, Ill.	45	2/28/23
George S. Down	Machinist, Waterloo Shops	15	10/31/22

The following deaths of pensioners were reported:

Name	Occupation	Date of Death	Term as Pensioner
Patrick Travers	Section Foreman, Wisconsin Division	2/26/23	17 years
James M. Shires	Crossing Flagman, Tennessee Division	12/ 8/22	3 months
John McGiles	Laborer, Illinois Division	3/ 5/23	9 years
Frank G. Wagner	Blacksmith Foreman, Waterloo Shops	3/16/23	4 months
Thomas J. Mercer	Engineman, Tennessee Division	3/12/23	4 years
Tom Burton	Laborer, New Orleans Division	2/23/23	2 years

Our Railroad's Interest in New Orleans

*Growth of Nation's Second Port Is Indissolubly
Linked With That of the Illinois Central System*

By **W. M. RHETT,**
General Foreign Agent

THE present as well as the future welfare of the port of New Orleans and that of the Illinois Central System are so bound together and interdependent that we may well consider them as identical and be justified in taking to ourselves satisfaction and pride in the rapid development of this gateway to the sea, which has been so marked in the last few years.

Not only has our steamship service increased, since the termination of the World War, to foreign countries previously served, but in addition we are now blessed with steamship lines to the east coast of South America, the Orient and the west coast of the United States and Canada which did not previously exist.

Had to Develop New Tonnage

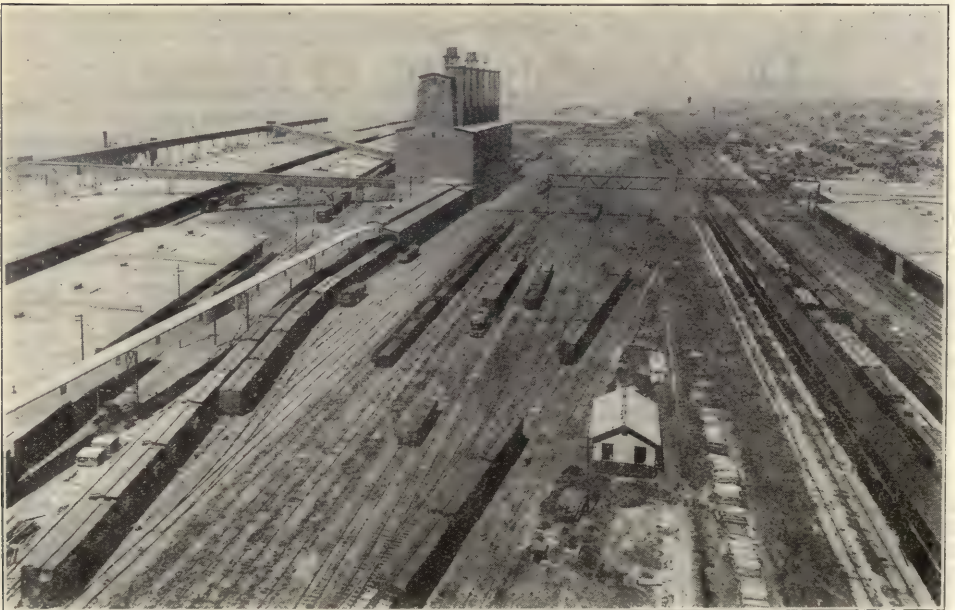
New Orleans has always been, as it is today, the most important Gulf port, furnishing the principal channel through which Southern products move to European countries, the large bulk consisting of cotton, cottonseed products and forest products, which originate in territory local to the Southern ports.

While the tonnage of these commodities



W. M. Rhett

was recognized as a most valuable asset and a nucleus for the development of need-



Illinois Central System's Stuyvesant docks, New Orleans, looking up the river

ed steamship service, it soon became evident that in addition other and more competitive business had to be obtained to make New Orleans a great port. A ship, properly loaded, has all available space filled with cargo and is down to her marks in the water. Owing to the bulky nature of cotton, lumber, etc, a full cargo of those commodities does not utilize the full dead weight capacity of the ship; heavier goods, such as iron, steel and bulk grain, loaded with the lighter articles, are necessary to accomplish the desired result and increase the earnings.

It is only occasionally that the world's markets will permit of our exporting iron and steel to Europe, and consequently we directed our attention to obtaining a share of the enormous movement of grain and grain products from this country in that direction. Unfortunately, with the exception of Texas and Oklahoma, the section of the South tributary to New Orleans does not produce grain in exportable quantities. Therefore, to obtain this badly needed commodity, it was necessary to build elevators at New Orleans for handling grain from cars to ships and to reach out into the excess grain producing territory north of the Ohio and west of the Mississippi rivers, making differential rates sufficiently low to compete successfully with the long established routes through the North Atlantic ports. All of this has been done.

This not only helps our steamship friends and gives us profitable southbound business

but tends to balance our traffic by making available at New Orleans and adjacent points empty cars in which to load northbound shipments of imports and Southern products.

Must Load Ships Both Ways

To enable ships to make rates on exports competitive with routes through other ports, it is necessary that they should, as far as possible, be loaded in both directions. This is a difficult undertaking, particularly so in connection with European trade, as our tonnage to Europe far exceeds what we receive in return. With the exception of potash from Germany and France, used in large quantities for fertilizer, there is not much tonnage of imports from Europe destined to Southern territory.

It therefore became necessary for us to compete via New Orleans for imports to territory on and north of the Ohio and west of the Mississippi rivers to avoid the necessity of having most ships come to New Orleans with water ballast. To this end we maintain a European traffic office in London, with sub-agencies at the principal European ports, to arrange proper sailings and ocean rates and solicit westbound traffic. The result has been gratifying, and the outlook for the future is encouraging, particularly so if and when Europe becomes normal.

The foregoing outlines in brief our problems with respect to European traffic and what is being done to solve them. We now come to consider what is of even greater



Looking down the river at Stuyvesant docks

importance to us, our trade with the West Indies, South and Central America, Mexico, the Orient and the west coast of the United States and Canada.

We receive from the West Indies, South and Central America and Mexico a much greater tonnage than we ship to those countries, consisting mainly of tropical fruits, sugar, coffee, nitrate of soda, sisal, ores, oil, mahogany and flaxseed. To avoid ship mileage southbound, our vigorous efforts are directed to supplying from the sections we best serve exports of food products and manufactured articles as against shipments through the North Atlantic ports originating to a considerable extent in the territory farther east. This gives us, as well as our steamship connections, a better tonnage balance.

Our System Handles Much Business

Our Oriental cargo through New Orleans and the Panama Canal is mostly westbound, which is balanced to some extent by the imports of burlaps from Calcutta, and this inequality will be difficult to overcome, as our country sends the Orientals more than we receive from them. Some of the ships, to avoid empty mileage, return from the Orient around the Horn, loading cargoes of coffee at Brazilian ports for New Orleans, and others take Oriental rice to Cuba and Porto Rico.

A large business, both westbound and eastbound, is handled by coastwise ships between New Orleans and the west coast of North America, and of this we handle a liberal and increasing share originating at or destined to interior points on or reached by our system. This service has been opened within the last two years and has assumed large proportions.

As an indication of the magnitude and importance of the water-borne traffic of the port of New Orleans, here is a list of the sailings which were allocated for April:

To The United Kingdom.....	17
France	5
Belgium	4
Germany	7
Italy	4
Scandinavia	3
Holland	5
Turkey	1
Greece	1
Spain	4
China and Japan.....	4
Philippine Islands.....	1
Hawaiian Islands.....	1
Australia and New Zealand.....	1
South America, East Coast.....	6
South America, West Coast, direct.....	1
South America, West Coast, reshipments.....	4
Central America.....	27
West Indies.....	23
Mexico	33
Coastwise to New York.....	8
Coastwise to Tampa.....	4
Coastwise to Pacific Coast.....	6

AN ACTIVE SOLICITOR

Niles, Miss., is a prepay station on the Vicksburg division. It boasts of a fertility of soil similar to that claimed on the banks of the historic river of Egypt of that name. Fred Mehlinger has been ticket agent at Niles for many years, and he is always on the job when an interline ticket can be sold via our lines. He solicits all tickets



Fred Mehlinger

that he sells, and as a constructive argument he cites our superb passenger trains, good connections, on-time schedules and courteous employees. When he learns that travelers are leaving from his part of the country, he gets in touch with them, and our lines generally get the longest possible haul.

Notwithstanding the fact that Niles is only a prepay station, Mr. Mehlinger's record of interline tickets for the last six months is as follows: September 30, one ticket to Detroit, Mich., via Chicago; November 22, one ticket to Chicago; November 26, one ticket to Louisville, Ky.; December 9, four and one-half tickets to Kansas City, Mo., via St. Louis; February 12, three tickets to Detroit, Mich., via Chicago.

NEW TIME IN USE AT CHICAGO

The Illinois Central issued new timetable for Chicago suburban service to conform to daylight saving time, which became effective April 29. Under the new schedules there will be 398 week-day suburban trains instead of the former service of 379. The new service will also provide facilities for golfers who attend the country clubs. The number of assigned train crews was not increased, and only one additional engine crew was necessary to provide the new schedules. Patronage of the suburban lines continues to be in keeping with the improvement in the service. During March, 1923, 2,273,261 passengers were transported, nearly as many as were carried during the entire year of 1883 (forty years ago), when 2,376,466 passengers were handled by our suburban trains. The average week-day traffic in March of this year was 79,759; compared with week-day average in March a year ago, 73,669, this shows a daily average increase of 6,090 passengers.

His Train Was Blown Over by a Cyclone

Engineer Gives Us Details About Storm That Laid Waste to Pinson, Tenn., and Upset Freight Cars

By A. F. JOHNSON,
Engineer, Water Valley, Miss.

MARCH 20, 1923.—I have thought for the last few days I would write a line to our magazine, but I haven't been able because my right shoulder is bruised until I cannot use my right arm.

I have served fifteen years on the Mississippi division as fireman and engineer. Recently I had been firing out of Water Valley on the Water Valley district. When the heavy rush came on the Tennessee division, I asked permission to go to the Birmingham district and was granted permission to go. I worked there as an engineer until March 11.

On that date I was running engine No. 1750, leaving Jackson, Tenn., about 6:20 p. m. and arriving at Pinson, Tenn., at 7 p. m., a trip of about ten miles. We had headed in on the east passing track to meet the Seminole Limited, No. 10, and to let M. & O. No. 1 pass. After meeting first No. 10 and finding out from the engineer on M. & O. No. 1 that second No. 10 was one hour and forty minutes late, I got off the engine and walked back to the caboose, which was seventeen car lengths from the engine and about four car lengths from the station, to confer with the conductor about getting away from Pinson.

I went into the caboose and was talking to Conductor Melson and Flagman Iseral when a cyclone came along and turned the caboose and fourteen cars, mostly loads, over down an embankment about ten feet high. This was the first time I had ever heard of a windstorm that would turn a loaded car or a car of any kind over. The trucks of the caboose went over with the caboose and were up in the air on the caboose as if they were put on there with man labor.

I was in the caboose with the conductor and flagman when the storm came. The conductor and myself were in the rear of the caboose. I was holding the rear door closed when the hail began to hit the top of the caboose; then the window glass was all knocked out by tree tops, limbs and lumber which had come from destroyed houses, and next came the part of the storm that carried the caboose and fourteen of the seventeen cars upside down over the embankment.

The conductor and I were both knocked unconscious for a few moments. When I

came to my senses I was under the water box. It was across by back and had knocked the breath out of me. When I managed to get up I was unable to stand for a short time. Conductor Melson had got up and started for the station to get some help. He and I both thought Flagman Iseral was under the caboose, so I started to the engine to see what had happened up ahead. About then it began to rain, and it was so dark I could not see anything except when the lightning flashed. I found tree tops, lumber, furniture and almost everything imaginable on the main track. It looked somewhat like leaves drifted up against a bank where it had drifted up against the train.

When I did get to the engine, I found all the windows on the right side broken out and the fireman and brakeman, both negroes, over in the left side of the cab. I told them the flagman was under the caboose, but he spoke up and said: "Here I am." He was underneath the fireman and brakeman. He had been blow out of the caboose and about 150 yards up in the field and had walked back to the engine, which had the only lights that could be seen in Pinson. The dynamo on the engine was still humming away.

The conductor received a lick over his right kidney that injured him some; the flagman had a lick in his right side that put him in the hospital for a few days. I received a cut over the right eye about two inches long and a bruised shoulder, my right one. The fireman and brakeman were not injured.

The cyclone came along about 8:05 p. m., and we didn't get a train to Jackson until 1:30 a. m. As soon after it happened as possible, messengers were started for Jackson and Henderson in automobiles. They did not get far when they discovered the roads were impassable. They borrowed mules and started on muleback, but soon had to leave them and walk to get the news to Jackson.

Nineteen persons were killed at and near Pinson and seventy-five injured; some of them with broken arms and broken legs did not get treatment until the next afternoon. In one instance a family farm home and everything was blown away; the only thing left was a little hay with which the injured were covered for warmth. The place around Pinson looked very much as if two twisters had hit it instead of one.

Engineers Dread Grade-Crossing Accidents

*Mental Intoxication of Motor Car Drivers Leads
to Situations That Often Terminate Fatally*

By CHARLES J. BARNETT,
Locomotive Engineer, Memphis, Tenn.

*Written for the National Safety News
and the Illinois Central Magazine.*

I CAN say without hesitation for myself, and I believe the majority of engineers will agree with me, that the ever-present possibility of a fatal highway crossing accident is the most trying part of an engineer's daily experience. Almost every engineer has a feeling of dread that some time or other one of those tragic experiences will befall him. I have known engineers whose locomotives have struck automobiles, and one or more persons were killed. These men never entirely recover from such an experience. The horror of that momentary glimpse of white, upturned faces in the instant before the crash, they tell me, is something that time cannot eradicate.

With engine No. 1100, I have pulled the Illinois Central's Panama Limited between Memphis and Canton, Miss., since that train was put in service November 16, 1916. The district is 188 miles in length, and the Panama makes one intermediate stop—at Grenada, Miss., 100 miles south of Memphis. There are heavy gradients and many curves on this run, and the danger of crossing accidents, I believe, is greater than where the view of enginemen and drivers of vehicles is less obstructed.

Has Struck Only One Automobile

Only once in my thirty-odd years of experience as an engineer have I struck an automobile. Then the driver ran just beyond one line of rail, lost his head, killed his engine, and jumped, in the nick of time. The car was unoccupied when we struck it.

I have had many close shaves when accidents seemed inevitable. It is hard to explain by any system of human reasoning the erratic actions of many persons who drive automobiles. It seems to me that no man possessing the faculty of reason would flirt with abrupt and painful death as many automobilists do. It is no mark of high courage or daring to race with a fast train and beat it to a grade crossing by a scant second or two. I am inclined to think it is a proof of near-imbecility. The sorrowful part of it is that so frequently other persons than the driver are involved—innocent children very often, and women or aged and infirm persons, who, though blameless, are helpless.

Driving a car at a rapid pace on a

A Maker of Records

Engineer Charles J. Barnett has made a remarkable performance record with engine No. 1100. In six and one-half years of pulling the Panama Limited, she has traveled a distance equivalent to about seventeen times around the earth. With Engineer Barnett at the throttle, she has an unbroken "on time" record. Not once has this engine failed to make schedule time, or better. Her performance with regard to miles covered without repairs is also very unusual. On the Illinois Central System locomotives are given a complete overhauling according to a schedule based upon mileage. The usual mileage between overhauls for different classes is as follows: Switching engines, 50,000 miles; freight engines, 90,000 miles; passenger engines, 125,000 miles. No. 1100 was in service from April 16, 1920, to February 16, 1923, without general repairs, and during that period she covered 179,300 miles.

smooth-running road is mentally intoxicating to some automobile drivers. The desire to show off, to give some visible demonstration of his prowess as a skillful and intrepid driver, takes possession of that kind of person—and what could be more thrilling as an exhibition of reckless daredevilry than to race and beat a fast train? A lot of accidents are the results of such thinking, or absence of thinking. Of course, when the driver is demoralized by a few drinks of a real intoxicant, his mental processes are all wrong.

The Recklessness of Many Motorists

Not long ago I read a report of accidents involving trains and automobiles that occurred in the months of April, May and June, last year. In that period there were 923 accidents of a serious character in which 406 persons were killed outright and 1,262 persons were injured. The report disclosed the following almost incredible facts:

In thirty cases drivers of cars actually disregarded closed crossing gates.

In seventy-seven cases watchmen were either ignored or run down by motorists.

In twenty-six cases the crossings were safeguarded by both audible and visible signals which were in perfect working order.

Eighty-three cases involved crossings protected by audible signals alone.

Fourteen cases involved crossings protected by visible signals alone.

In twelve cases automobiles struck trains which were actually blocking the crossings.

There was no reason for any of these accidents other than gross carelessness on the part of the driver of the automobile.

The Panama Limited with its minimum equipment weighs about a million and a half pounds, or, say, 700 tons. In busy seasons there is extra equipment, but 700 tons is a minimum. Launch that tremendous projectile at a speed of fifty or sixty miles an hour, and the force of the blow on an object struck, such as an automobile for example, is frightful to think about. It should be apparent to any reasonable mind that so great a weight, moving at high speed, cannot be brought to a stop at short notice.

Hard to Judge Speed of Train

Not one man in a hundred can judge accurately the speed of a fast-running train by observing its approach. Almost invariably he will underestimate its pace. A train moving at the speed of a mile a minute travels one-eighth of a mile in seven and a half seconds—and seven and one-half seconds is a mighty brief interval. The feather-brained automobilist, thinking him-

self a speed demon, races up to a crossing at thirty-five or forty miles an hour, and often finds when he arrives that the train has somehow miraculously crossed the intervening distance and is upon him. Then he loses his head. Such a person is worse than helpless in a crisis. He will always do the things he should not do and leave undone the things he should do. Then the tragedy happens.

Highway grade crossings to be made fool-proof must be carried over or under the railway tracks, but that is not possible in the present generation. The cost of grade separation throughout the country would run into billions of dollars, and, even if the public were willing to let the railroads charge rates to earn a return upon such an unproductive investment, the actual physical task could not be accomplished for a good many years. Some other remedy must be found.

The trouble lies in the mistaken idea of responsibility. The public must learn to accept its own responsibility in this matter.

The number of automobiles is steadily increasing every year. With the return of prosperity, railway traffic is growing by leaps and bounds. During the past half year on the Illinois Central System freight and passenger trains have followed one an-



In the photograph No. 1100 is shown standing on the roundhouse track at Canton, Miss. The train crew of the Panama Limited stands just in front of her great 75-inch drive-wheels. They are, left to right: Engineer Barnett; M. B. Carter, fireman; James C. Turner, conductor; John C. Avery, flagman.

Fireman Carter, who ranks as an engineer, has fifteen years of service on the Illinois Central System to his credit. On one occasion the automatic firebox door control was broken as the train was leaving Memphis, and he was compelled to open and close the firebox door by hand on the 188-mile run. It was a big task to keep up steam pressure under these conditions, but the Panama Limited reached Canton "on time."

Conductor Turner is one of the best-known conductors in the South. On March 16, 1923, he rounded out his forty-first year of service on the Illinois Central System, with a record of never having received a reprimand for dereliction of duty.

Flagman Avery, who ranks as a conductor, has been in the employ of the Illinois Central System for twenty-one years.

other like strings of ants. With so many trains the danger of crossing the tracks must necessarily be increased. Judgment and caution are the only safeguards. The man who takes a gambler's chance with death has no one to blame but himself if death calls his bluff.

No Choice for the Engineer

From my cab window I often see two or three automobiles speeding up to a crossing, coming from different ways. Each driver knows what I am going to do. I am going straight ahead on two narrow lines of rails, four feet eight and one-half inches apart. I cannot turn aside, and I am not supposed to stop and permit them to pass. They all know that. But I have no way of knowing what any one of them is thinking, or what he intends to do. One may race right up to the end of the ties and stop. I suppose he does that to give me a thrill. If so, he succeeds. Another may decide to chance it and cross. Maybe he gets across by reason of the shortness of his wheelbase and the fact that he isn't carrying a spare tire. Sometimes they flit up from the fireman's side, and I don't see them until No. 1100's pilot is nosing past their taillight.

The public and the railroads must get together on some basis of mutual understanding. The highway crossing problem can be solved by co-operation. An unobstructed view should be had wherever practicable.

The public must learn to take precautions. It is a small matter to bring an automobile to a stop, or nearly so, and make sure that the way is clear. Making sure is the main thing. There is no exception to this rule. Danger lurks at every railway crossing!

I would like to see railway employees throughout the country co-operate in the prevention of accidents campaign this summer. There are around 2,000,000 railway employees. I dare say that, all together, they are personally acquainted with all the automobile drivers in the country—that is, there isn't a driver of an automobile who doesn't know, in some way or another, a railroader. No one knows the danger of grade crossings more thoroughly than railway employees. Let them preach precaution during the campaign this summer, and the effect would be fairly wonderful. I regard the approaching campaign (this is written in April) as a challenge to the railway employees of the country.

One of the things that engineers can and should do to prevent crossing accidents is to sound an additional warning after the proper road crossing signal has been given. This applies especially to where either engineman observes an automobile approach-

ing a crossing on a road running parallel to the track. We should not take it for granted that the automobilist has heard the customary signal.

ENDS STOCK KILLING



W. B. Horn

The Mississippi division has been conducting a steady campaign to prevent the killing of stock.

Section Foreman W. B. Horn of Coldwater, Miss., has taken a live interest in this campaign. By constant effort he has succeeded in practically eliminating the killing of stock on his section. The station grounds at Coldwater, however, presented a problem which for a time seemed beyond control, even though there was an ordi-

nance prohibiting stock from running at large. In the morning and almost every time he would come in from work, he would find more or less stock on the station grounds. He finally took matters in his own hands and began taking up all stock he found running at large. He furthermore talked to the owners of the cattle, explaining the situation to them.

He went before a meeting of the city authorities and, after explaining the situation to them in detail, demanded that they take some action to prevent stock from running at large within the city limits. That he is a good talker, as well as a first-class section foreman, is evidenced by the fact that before the board adjourned it passed an ordinance imposing a fine of \$5 for the first offense, with an additional \$5 for each subsequent offense, up to \$25.

This was about November 5, and since that time there has not been a single head of stock seen on the Coldwater station grounds. Mr. Horn believes that success in this work is simply a case of having a few men who will keep in touch with the men of affairs in the town in which they live, going to them in the right way to protect the company's interest, just as they would the interest of a private citizen. He believes that other foremen can accomplish the same results.

Where Uncle Sam Is Curing Tuberculosis

New Sanatorium at Dawson Springs, Ky., Proves a Boon to the Ex-Service Men Needing Treatment

ON Washington's birthday, this year, the fine modern sanatorium, erected by the national government at a cost of more than two and one-half million dollars, near Dawson Springs, Ky., celebrated the first anniversary of its formal opening. This sanatorium, which is one of a dozen or more similar institutions built since the great war for the care and cure of disabled and afflicted ex-service men, is considered one of the most admirably located and excellently-equipped hospitals in the United States. It treats only patients afflicted with tuberculosis. Other diseases are sometimes handled by the staff of specialists in various branches of medical and surgical science, but the primary cause of disability is always the disease mentioned.

Patients in the three stages of tuberculosis are admitted; these stages are technically termed the minimal, or first phase; moderately advanced, or secondary; advanced, or dangerous. The first two stages are generally curable, and cures sometimes are effected in advanced cases. All the most modern methods of treatment are utilized here, and no expense or detail of painstaking care is spared to restore the patient to health. The principal remedial agencies employed in the treatment of tuberculosis subjects are, of course, pure air, sunshine, proper dietary and recreation. Medicines are used sparingly and then only to correct pathological conditions growing out of or aside from the patient's initial malady.

Now Treating 375 Patients

Since the sanatorium was opened, a little more than a year ago, about 1,100 patients have been treated. The number being cared



Road to the sanatorium

for at present is 375, or three-fourths of the full capacity with the existing units. The different phases of the disease are treated in separate wards, strictly isolated from one another. There are buildings allotted to groups of patients in the three classifications. These are described as follows: For minimal subjects, there are ambulant wards A, C, D, F and G; for moderately advanced subjects, semi-ambulant wards B and E; for advanced cases; infirmaries 1, 2, 3 and 4.

Other buildings which have been completed in the sanatorium plan up to this time are the administration building containing general and staff offices, dispensary, etc., dining and mess hall, with kitchen in connection, patients' recreation hall, chapel, senior officers' quarters, junior officers' quarters, nurses' quarters, attendants' quarters, laundry, power plant and storehouses. A completely stocked and equipped pharmacy is maintained, as well as a commissary and supply departments for the various classes of activities. The electrical, heating and power plant is thoroughly modern in every particular, and the water sys-



General view of the Dawson Springs sanatorium



A ward in the Dawson Springs sanatorium

tem is also complete, supplying all units with hot and cold pure water and providing adequate fire protection.

Vocational education is one of the activities regularly carried on at the institution. Patients who are in the minor stages of their affliction may attend classes and receive training in most of the commercial and clerical professions. Courses are taught in bookkeeping, stenography, banking, rapid calculation and modern languages.

Complete Staff Is Maintained

Major O. S. Deathridge of the Medical Reserve Corps, U. S. A., is in charge of Dawson Springs sanatorium at present. Major Carl Osterhaus is chief executive officer, and Captain L. H. Flancher is chief of the medical service. A staff of fourteen physicians and specialists assists in diagnostic and clinical work, and the services of twenty-five trained nurses are required in the various units. There are also male attendants in all the buildings. The total number of those needed to operate the institution is about 250. These include also engineers, electricians, plumbers, carpenters, painters, clerks, typists, cooks, waiters, janitors, laundresses, chauffeurs and laborers. A corps of teachers is also required for the vocational training classes.

All the buildings are of fireproof construction, built of hollow tile and stucco, with concrete floors. A system of excellent gravel roads and driveways has been built over the sanatorium tract and to Dawson Springs, about three miles distant. The buildings are picturesquely grouped around a level central plaza with concrete-paved drives and green lawn dotted with flowerbeds, on the top of a high hill. This point, with an altitude of about 600 feet above sea level, is one of the highest elevations in this part of Kentucky. It commands an

inviting view of the surrounding countryside.

The tract which constitutes the government property surrounding the sanatorium includes 3,000 acres of hill and valley land. Most of this land is virgin forest. The uplands are well adapted to fruit growing. Practically all fruits native to the temperate zone thrive in this locality. Peaches grown in this part of Kentucky are considered as fine as any in the world, and the various kinds of berries and grapes do well. It is planned to plant orchards, vineyards and berry fields on the tract in time and also to develop dairying to some extent. No very extensive industrial enterprises will be planned, however, as the patients cared for in the institution are not such as may engage in physical exertion with impunity. Treatment of tuberculosis includes only mild exercise and a maximum of rest in the sunshine and pure air.

Location Ideal for the Purpose

There is no more ideal spot for the purpose required than the one chosen. Here is a mild climate with no extremes of temperature in winter or summer. The air is



The sanatorium's chapel

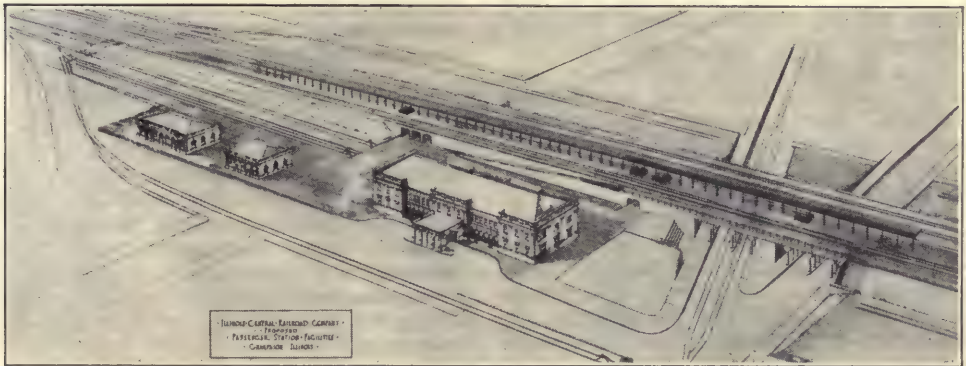
pure and stimulating, filled with life-giving ozone. The water is exceptionally good. In Dawson Springs, three miles away, there are found mineral waters which are said to be the equal of, if not superior to, those at any of the famous spas of this country and Europe. Many remarkable cures are mentioned in cases of those blood and alimentary disorders which respond favorably to mineral salts and thermal baths. More than a score of hotels offer accommodations for visitors who come in great numbers during the summer months to quaff the rejuvenating waters, and there are half a dozen modern and scientifically arranged bathhouses.

Dawson Springs is on the main line of the Illinois Central System from Louisville to Memphis and enjoys the finest of through and local passenger train service.

Work of construction is now under way for a new branch line between Dawson Springs and Central City, traversing a territory, hitherto without railway facilities, which is especially rich in coal deposits. As a consequence of this fact, Dawson Springs is experiencing a well-defined boom this spring. A spirit of optimism and confidence prevails.

The government owns a tract north of Dawson Springs comprising about 400 acres, underlaid with coal of the best quality, which will be opened up in the near future. At the sanatorium this year expenditures of about \$100,000 will be made on improvements already decided upon. Among new buildings will be a recreation hall for the official staff and personnel. Improvements and additions also will be made to the officers' quarters.

New Station Planned for Champaign, Ill.



Plans have been completed by the Illinois Central System for building a new passenger station and elevating tracks, for the separation of grade crossings adjacent thereto, at Champaign, Ill. Work of construction will probably begin in the near future, as soon as the citizens of Champaign give the necessary legal sanction for the proposed improvements.

The new station will be one of the most modern and attractive terminal structures owned by the Illinois Central System in cities of Champaign's size. It will be located on the present site, between Main Street and University Avenue, and will conform to existing street levels. The building will be two stories in height, 45 feet wide and 228 feet long. Construction will be of concrete, faced with standard brick, trimmed with cut stone. The roof will be of tile. Two smaller buildings north of the main structure will house baggage and express departments and follow the general architectural lines in design.

The first floor of the main building will contain general and special waiting rooms, ticket offices, smoking and toilet rooms. The second floor will be occupied by railway division offices. The passenger platform will be canopied from Chester Street to a point one block north of the station.

Three foot passages will be provided in the vicinity of Main Street and a fourth near University Avenue. The tracks of the Clinton division will be on a level with the platform. Subways will be constructed at Springfield Avenue and Chester Street crossings, with driveways and sidewalks on each side.

Troubles are like pigs; the more you feed them by thinking about them, the faster they grow; and they soon will make hogs of themselves and fill the whole trough and swaggle everything you put in it; so don't feed them. Stop thinking that kind of thoughts, and they'll not bother you any more.—*Sifted Through.*

Giving Farmers the Truth About Railroads

*The Real Agricultural Leaders Are Reasonable
and Willing to Hear Both Sides of the Question*

The following article on "Educating Farmers About Railway Matters" is reprinted from the March 10 issue of the Railway Age. The author of this article is a graduate of the Wisconsin Agricultural College. He has managed a fruit farm and served for five years as a county agricultural agent in Indiana. He has been a potato raiser in Minnesota and a fruit broker in Fargo, N. D., where he now lives, and is an expert in agricultural research. Therefore, his views on the relations between the farmers and the railroads—a matter of vital importance—should be of great interest to railway officers.

By CLARKE A. RICHARDS

IT was a community meeting of farmers. The night was hot—the sultry air made the wearied farmers sleepy; they had worked hard in the fields all day.

But a spirit of loyalty had brought them out at the call of their local farm bureau secretary. For they were promised the treat of hearing one of their state officers speak on the need of organization—of sticking together.

But he was not getting his message over. The combination of heat, humidity and weariness was making the handicap altogether too great. In desperation, he turned to the old chestnut, the old reliable, the never failing, the one subject that always got 100 per cent interest of any group of farmers—namely, the condemnation of the railway octopus.

Immediately at the mention of the magic word "railroad" the lethargy was broken; an electric effect took hold of his audience—they were tense, eager, expectant. He had their undivided attention.

None questioned his statements. He got his message over. His enthusiastic audience agreed with him in his plea, "We must stick together to fight our common enemy—the railroads."

A Thing Happening Everywhere

This is a scene that is being enacted every day of the year in hundreds of instances. Take one state, for example—Indiana. There are about 1,000 townships, most of which are organized as units of the farm bureau. Each of these will average at least two or three meetings per month at which the farmers' ever increasing problems are frankly discussed. Multiply this number by the forty-eight states, with the addition of numerous gatherings of com-

munity clubs, livestock clubs, promotional clubs, radical political clubs—and one will realize how often the farmers are receiving their impressions regarding the modern American railroads from statements proved time and time again to be without basis and unsupported by facts.

Why are there dozens of cases where farmers will listen to and believe the wildest tirade delivered by some imported speaker—giving him their undivided attention, never questioning his data, his statements, his statistics—never asking him his authority—never requiring proof?

The American farmer is fair-minded. The reason he accepts one side of the question is because he thinks it is the only side. It is presented to him time and again, always with the same condemnation of the acts and motives of the railroads and everyone connected with them.

Matter Improperly Prepared

When the farmer does finally receive a word regarding the other side, it is in some legal, forbidding, uninteresting looking document—usually the day or week after some fiery orator has warned him that the railroads are using some underhand methods for spreading their obnoxious propaganda through booklets—after he has been warned, exhorted and begged not to read their untrue tracts.

But the new farm community leader is a man of the highest intelligence, an open-minded citizen who will admit that there are two sides to every argument. When he accepts the responsibilities of his office in his community organization, he assumes the obligation to co-operate with manufacturers, business men, and all others with whom the farmer comes in contact and with whom problems affecting both may be worked out.

The job of the American railroads at the present time is to get in touch with these broad-minded men, to let them get some insight into the other side of the problem, and to then seek a common ground on which to work it out.

First, who are these men?

Second, how best to get in touch with them?

With Whom to Get in Contact

Of course, the county agricultural agent is the acknowledged leader of farmer activities in his county. He is placed there and maintained through the co-operation of the

local county farm bureau, the county, state, and federal governments, with local organizations of business men and boards of education frequently co-operating in the work.

These men are chosen for their work because of special qualifications, which include good, sound judgment under trying conditions and the ability to use tact.

Many railroads have recognized that these young men can give their problem unbiased consideration. Accordingly, the railroads are frequently sending them letters and literature regarding the latest developments. This is good practice, but it is just scratching the surface.

Because these young men are paid co-operatively by funds from federal, state, county, farm bureau, and frequently other sources, it is patent that they cannot actively take part in this controversy. But they are good men with whom to keep in touch and to keep informed.

But the local community farm bureau chairman, his unit secretary, and one or two of the most progressive members should by all means receive enlightenment regarding the present day railway difficulties.

Real Farm Leaders Are Reasonable

Such is equally true of the leaders in the local livestock associations, the fruit growers' clubs, the shipping organizations, the community clubs, the farmer sections of the chambers of commerce, and the many other non-religious and non-political farmer organizations. Political farmer organizations are hopeless, and their organizers have been threatened a ride out of the county on a rail by a representative of at least one farm bureau in Indiana. They are so biased in their views that they are best let alone. It is a waste of endeavor to try to reason with their leaders. They are government ownership advocates. The other farm organizations should not be confused with these political organizations; they are more sane, less radical, and very little is heard in their meetings in favor of government ownership or other fantastic socialistic ideas. Their movements are far less selfish than those of the political organizations and they believe in "live and let live."

In other words, even though a vast majority of the farmers in a community might be so biased and bitter on the subject that their convictions cannot be readily changed, yet one or two of the key men—the open-minded—those open to conviction, are of more influence and value than all the others combined. They are the safety valves.

These are the men to look to for fair treatment. Until the present time, but one side of the problem and proposition has been put up to them, and they are whole-

heartedly pushing it. They are condemning the railroads for selfish, grasping and unfair tactics. They are in earnest. They are demanding more and even more government regulation of railroads. They are men whose support carries weight.

In one case at least, literature which has just been sent to a farm bureau office by one of the largest eastern railroads entitled, "Facts—Brookhart and Shipstead Answered With Facts," caught the attention of one of the most loyal of farm bureau boosters. He liked the open way in which the railway executives made their frank avowal that they were to challenge every misrepresentation in the future. He, like every farmer, admired a fighter. He even began to question the advisability of further government restrictions.

When he started discussing the situation, he was given an opportunity to read excerpts from two editorials which had appeared in a railway trade journal some months ago. This man also talked the matter over with one or two of the local business men. He left for home with a grave question in his mind. He was not exactly sure that the local unit of the farm bureau had exactly a fair attitude on the railway question.

At last, the railway companies had got their message to this key man—but by what a long, roundabout, slow method!

Why not send it to him directly? He is not the type of a man who will destroy it without consideration. There are not enough key men in any community so that the mailing list will be so large that the expense will be prohibitive.

How to Get Up a Mailing List

How get this mailing list? Ever ask the farm bureau agent? He is usually a level-headed, fair-minded young fellow who realizes that a goodly lump of his pay is coming from federal sources, no small part of which the railroads are paying in taxes, and that he can therefore give ten minutes of his time to jotting down a few names and addresses—especially as long as the railway company is not going to mention the source from which the names were obtained.

And do your traveling railway agricultural agents keep their eyes open for the names of real farm leaders whose good-will means more than that of dozens of their less progressive neighbors—the kind who do the thinking for the whole community club? The railway district agricultural agents can get this information from local bankers and business men, and very frequently they can secure it from the local farm bureau officials.

The local officers of the livestock shipping

association have close relations with the railroads: Ever write to them or to the heavier shippers of fruits, potatoes, local farmer fertilizer agents, limestone agents, farmer elevator managers, etc.? These are the men who more frequently pay freight bills and to whom the increased cost of freight is brought home more clearly. Your local freight office can be of material assistance in sending you a list of these key men.

Creation of Doubt Important

An instance has been given of one case where a doubt has been engendered in the mind of one loyal farm bureau leader. Will not this clear thinker be inclined to ask the next fiery orator who is condemning the railroads in a wholesale manner—on what grounds he bases his assertions, from where he obtained his data, for proof of the accuracy of his statements and statistics? In other words, the 100 per cent attitude of agreement in the audience stands a chance of being undermined with just a little current of doubt. He is beginning to show that he feels that after all there may be two sides to the question. Multiply this case by the thousands which are possible when other key men on your new mailing lists are given the same opportunity of receiving facts—and while the present enmity of the organized farmer may not be changed to friendship, it will at least be changed to a more healthy attitude—to that of fair-mindedly wanting to know both sides of the question.

Twenty years ago the federal government at Washington sent out legal looking documents called Farmers' Bulletins. The state experiment stations also published rather dry, forbidding appearing circulars and reports.

Today these same bulletins are published with covers and contents illustrated so profusely that the pictures almost tell the story. The popularity of the bulletins has grown by leaps and bounds in these twenty years.

Why not profit by their example? Or why go to the government for the example? Witness the promotional literature put out by any railroad. Is it a dry-looking, unillustrated pamphlet, or is it crammed with the most suggestive illustrations, such as realistic photographs of fruit that fairly stand out from the page and invite one to partake freely?

Then why publish unillustrated, dry tracts on the railway problem for the consumption of the farmer—especially when he is being exhorted not to read any of your literature, which, he has probably been warned, has been designed to undermine the effectiveness of his organization and

other such rot? Why not make the covers of these attractive—the farmer is accustomed to attractive looking farm journals. And why not profusely illustrate the interior—the farmer is used to adequately illustrated contents in his farm papers.

But on the other hand, why show that your literature is patently designed for the one and only purpose of discussing the railway problem in relation to the farmer? Why not include this in some form of literature which the farmer will treasure and keep on hand at all times because it contains something of value to him as a reference?

Why not publish a booklet on the proper way to prepare potatoes for shipping? If you have ever had the pleasure of accompanying a state car-lot inspector of potatoes, you will see that the cars are carelessly loaded, inadequately protected against freezing at the bottom, etc. The large potato growers—invariably progressive farmers and key men in their community—will appreciate such a booklet, make good use of it, read it through, not only the portion in regard to preparation of potatoes for shipment, but also the other good, sound facts you can get home to them about your mutual interest in the railway problem, more common sense solutions, and less half-cocked radical politician ideas.

This booklet idea will work with large poultry raisers, fruit growers, members of livestock shipping associations, farmers desiring a storage bin for agricultural limestone, members of farmer elevators—in fact every one of the most progressive farm leaders in any community.

Finding the Common Ground

Service is the common ground on which the farmer and the railway man can meet. Eliminate the demagogue who is running up and down each of the states with his tirade against the railroads, and you will find that the farmer is fully as interested in talking over the proposition of how members of the local livestock shipping association can load their stock into the cars at 5 o'clock in the afternoon to catch the cannonball freight, No. 70, instead of having to load in the heat of midday to catch No. 18 in order to get to market in time for their hogs to get a good fill of corn and water early in the morning to eliminate the drift. Constructive plans to increase the local service and use of the railroads are what the farmer is interested in if the outsider will give him a chance to think for himself once more.

And maybe if a few concise facts are presented to the best thinkers among the farmers, they will start thinking for themselves once more—to the benefit of us all.

Legion Post Lists 70 Charter Members

R. V. Fletcher, General Solicitor, Urges Those at First Meeting to Live Up to Ideals of Organization

THE duties of citizenship formed the theme for an after-dinner talk delivered by R. V. Fletcher, general solicitor, at the first regular meeting of Illinois Central Post, American Legion, in Chicago, Friday evening, April 6. Dinner was served in the dining room at Central Station. R. A. Trovillion, assistant general freight agent, a member of the post, shared honors with Judge Fletcher on the speaking program.

Judge Fletcher took for his text the preamble to the constitution of the American Legion, which pledges every Legionnaire to uphold and defend the Constitution of the United States, maintain law and order, and combat autocracy of both classes and masses.

"The young men who went through the experience of the war can do nothing more worth while for their country than to live up to the noble phrasing of their solemn pledge," Judge Fletcher declared. His talk was in part as follows:

A Promise of Good Citizenship

"This beautiful and impressive preamble points backward to your sacred memories of comradeship, and forward to the solemn

duties of good American citizenship. Looking backward, you can doubtless recall both pleasant and unpleasant experiences. But it seems to me, as time passes, the memories of such of your war experiences as now recall disagreeable sensations will become fainter and fainter, and those memories which give you pleasure will grow more and more vivid. As age accumulates there will come to each of you a growing sense of what were your real responsibilities in that great struggle which has been perhaps the most important epoch in all history. You will come more and more to dwell upon those recollections which add to your self-respect and your consciousness of having performed with credit the almost superhuman task which was laid upon you. You will come to realize that you have a right to be proud of your participation in a world movement that put an end to privilege, wherever it was entrenched, and by privilege I mean that false theory of values that makes a man's position in the political and social world depend upon the accident of birth rather than the inherent worthiness of the individual. That sort of privilege, if not entirely exterminated, has received a



Commander F. K. McCarty



Adjutant T. C. Kiernan



Here are the officers of the Illinois Central Post of the American Legion at Chicago. From left to right, they are: Chaplain, W. J. Kurtzman, office of general freight agent; commander, F. K. McCarty, office of general superintendent of transportation; finance officer, L. Baker, office of general superintendent of transportation; sergeant-at-arms, L. J. Kiernan, office of vice-president and general manager; vice-commander, V. W. Oie, office of terminal superintendent; adjutant, T. C. Kiernan, office of vice-president and general manager.

mortal wound, and will soon pass entirely from the affairs of men. To that extent you have contributed immensely toward making not only your own country, but the world, a better place in which to live.

"But what of the future? Here, we find, lies your greatest task, and your greatest opportunity. Again, we find in the words of your preamble the best guide for your conduct. If we have uprooted and destroyed that form of privilege that is based on the accident of fortune, we must see to it that we do not enthrone that form of privilege, baser and lower, if possible, than the other, which is grounded upon brute force and ignorance, a so-called rule of the masses, which is not rule by the masses at all, but rule by a class least qualified in character and intelligence to govern. The experiment now going on before our very eyes in Russia is a warning which all of us should heed. It is your duty to uphold the ideals and principles of democracy—a social order based on the principle of equality as determined not by birth or occupation or chance, but upon the real worth of the individual.

A Civilian Army to Defend the Right

"It is a comforting thing to remember that if all the participants in the great war enroll, as they should do, in the American Legion, we will have here a civilian army four million strong, of the very flower of our manhood, pledged to maintain law and order, uphold the Constitution and defend the right. Against this host the sinister forces of anarchy and lawlessness will struggle in vain.

"We must keep faith with the living. It is a dastardly thing to break faith with the living. But it a far more dastardly thing to break faith with the dead. On battle-

fields overseas, and in army camps at home, many of your comrades have died for the sacred cause of liberty and democracy. With these you must keep faith."

Illinois Central Post has been launched with seventy charter members, all employes of the Illinois Central at Chicago. One of the objects adopted at the first regular meeting was to have a bronze tablet giving the names of all Illinois Central employes who were in the military or naval service of the Government during the war placed conspicuously in the new passenger terminal to be erected in accordance with plans for the Chicago terminal improvement.

Post Hopes to Encourage Athletics

The post also hopes to work up interest in a proposed track and field meet to be held at some convenient point and participated in by representatives from all parts of the system. The post's athletic committee will work in behalf of the project.

The organization of the post was effected at a special meeting held March 23, at which the following officers were elected: Commander, F. K. McCarty, office of general superintendent of transportation; vice-commander, V. W. Oie, office of terminal superintendent; adjutant, T. C. Kiernan, office of vice-president and general manager; finance officer, L. Baker, office of general superintendent of transportation; chaplain, W. J. Kurtzman, office of general freight agent; sergeant-at-arms, L. J. Kiernan, office of vice-president and general manager. The following named were elected additional members of the executive committee: J. H. Lagerstrom, office of engineer, bridges and buildings; J. H. Crew, office of valuation engineer, and S. Hoge, Jr., office of comptroller.

Chief Clerk Owns a 200-Acre Plantation

Purebred Cattle and Hogs Are Featured by Mr. and Mrs. H. E. Wardlaw on Farm Near McComb, Miss.

HUGH E. WARDLAW, chief clerk in the office of E. C. Roddie, master mechanic for the Illinois Central System at McComb, Miss., is a young man who has demonstrated the proposition that it is possible to be a successful farmer and an excellent railway man at the same time. Mr. Wardlaw is considered one of the most efficient men in his department of service with the Illinois Central, and he is the owner and operator of a 200-acre plantation, four miles south of McComb, which is in every way a going and profitable venture.

Purebred cattle and hogs are the principal features which are being pushed by Mr. Wardlaw in connection with his farm development at the present time. He has now a fine dairy herd of forty-five cows and heifers, all high grade Jersey stock. Five of his cows are registered animals, and he owns a fine registered bull. He has at present fifteen head of purebred Duroc Jersey hogs as a nucleus for his contemplated herd.

In addition to the growing of fine stock, Mr. Wardlaw does general farming, raising crops of cotton, corn, sorghum cane and potatoes. About 115 acres of his plantation are in cultivation, the work of tilling and harvesting being done by his negro tenants, who work on shares. Six families live on the plantation, furnishing about fifteen hands during the working season, as the children are often as competent for cotton-picking as the grown-ups.

Money in Sale of Milk and Cream

A substantial addition to the plantation income is realized from the sale of milk and cream. Sixteen cows are being milked at this time, yielding around thirty gallons of milk daily. This product is all sold in McComb, bringing in an average of \$8 a



Mr. and Mrs. H. E. Wardlaw

day. A cream separator has recently been installed on the farm, and the excess skim milk will be fed to calves and pigs.

One of Mr. Wardlaw's pet ideas is the scientific use of fertilizers for combating the boll weevil cotton pest. He says that by properly enriching the soil and forcing the root growth of the young cotton plant in the early part of the season the farmer can easily double the yield per acre as compared with unfertilized planting. Mr. Wardlaw uses about 300 pounds of commercial fertilizer to the acre. One-third of this is the best grade of Chilean nitrate of soda, and the balance is acid phosphate. He expects this year to obtain a minimum yield of half a bale an acre from eighty acres of cotton.

Mr. Wardlaw was born at Winder, a small town near Athens, Ga., on January 3, 1891. He came to McComb with his parents when he was a boy about 11 years old. He has worked for the Illinois Central more than fourteen years, three years of that time in the supply department and the rest as accountant and chief clerk in the mechanical department.

Wife Active in Managing Farm

He married Miss Mae Addie Magee, a McComb girl, to whom he gives due credit for much of the success that has attended the plantation undertaking. Mrs. Wardlaw takes an active part in managing the farm. They have two beautiful children, a boy 4 years old and a girl 2 years old.

When the Wardlaws bought their land, several years ago, it was an unfenced, virgin tract of cut-over pine land. It is now fenced and cross-fenced, equipped with a modern house, barns, concrete-floored dairy,



Mr. Wardlaw's home near McComb, Miss.

granaries, blacksmith shop, commissary store, and four commodious tenant houses. Modern machinery, such as wood-cutting machines and improved agricultural implements, is a part of the plantation equipment, and a new electric power and lighting plant will be installed this year.

Sells Firewood at Good Profit

A considerable source of income from the plantation has been derived from the wood-cutting. The pine trees are felled and worked up into firewood, which is readily disposed of at McComb at a good profit. At the same time, the land thus cleared is brought into cultivation. Sufficient feed for all the livestock has always been raised on the farm, year by year. Plenty of hay is grown for winter feeding, and there is an abundance of pasturage for the stock in summer. Native grasses, such as carpet grass, Sudan and Bermuda grasses, grow luxuriantly in this part of the state.

Mr. Wardlaw conducts a commissary store on the plantation, where he keeps a complete stock of things required for the operation of the farm and for the use of his tenant hands. Groceries, work clothes, shoes and various supplies are sold to the negro families at wholesale prices, effecting a saving to them and bringing good returns to their employer in keeping them contented and loyal. The work is done on a plan of equal shares for both, it being to the interest of the tenant to perform his tasks faithfully and well, so that his own reward is greater.

This year, Mr. Wardlaw says, will see the plantation on a sound footing, practically free from debt and in a flourishing condition. He and Mrs. Wardlaw have accomplished this desirable result through teamwork, patience, energy, economy and good management. Both Mr. and Mrs. Wardlaw were farm-bred, and both love the life on a plantation.



Hugh Evins, Jr., Mattie Lowel and their collie dog at the Wardlaw plantation

Mr. Wardlaw says that farming and rail-roading as combined professions make an ideal business. During his working hours in the mechanical department, he takes no thought of the plantation. Then when his day's work is done and he goes home, he leaves the routine and problems of the railroad behind him. Thus he brings a fresh and interested mind to both branches of his vocation.

WEALTH

Money getting in itself is not wealth. It has been well called unhealthy when it impoverishes the mind and dries up the sources of the spiritual mind; when it extinguishes the sense of beauty, art and poetry; when it blunts the moral senses and confuses the distinction between right and wrong; when it stifles out religious impulses and blots out all thoughts of God from the soul.—MARGARET OLIVE JORDAN.

Censure and criticism never hurt anybody—if true, they show a man his weak points, and forewarn him against failure and trouble.—GLADSTONE.



A group of the Wardlaw Jerseys

He Has Seen 41 Years of Suburban Service

William Huggett, Oldest Trainman on Chicago Duty, Recalls the Days Before the World's Fair

THE spirit of friendship between the trainmen and the patrons of the suburban service at Chicago probably is not excelled on any other part of the Illinois Central System. Although there are thousands of persons riding on the suburban trains daily, the conductors, collectors and flagmen are remembered, often by their names, and are many times cheerfully greeted as they pass through the coaches. Most of the conductors have been in the suburban service many years, and their names and faces are familiar to the older Chicago commuters. The collectors have not been in the service so long, but they share their part of the friendship. And the flagmen, the new blood in the suburban service, some of whom have been running only a year or two, are rapidly getting into the swing of the spirit. One can see them holding many friendly conversations on the rear platforms.

Nearly every passenger who surrenders a ticket has some remark to make to the man who handles the punch, and the latter always returns the greeting with a smile and a courteous reply. Such a spirit is making the suburban service extremely popular. The patrons appear to feel that the trainmen have a personal interest in the company.

His Forty-First Year in Service

William Huggett is the oldest trainman in point of service in the suburban service. He is now rounding out his forty-first year with the company, having started to work August 31, 1882, as a flagman. Mr. Huggett has been a conductor since September 20, 1890.

Many changes have been brought about in the Chicago suburban service since Mr. Huggett first started to work, he says. The efficiency that is attained today is marvelous compared to that of his early days. And yet many of the same cars and engines that were used when he was a flagman are still in the service. True, he says, they have made many trips to the shops, and have come out entirely rebuilt, but they are the same pieces of equipment. Engines Nos. 1401 to 1430 were in use when he first started work, he says.

When the South Chicago branch was completed, Mr. Huggett was a member of the crew of the first train that made a trip on the line. He was a flagman then.



William Huggett

Charles Hurd was then the superintendent of the suburban passenger service.

During the days before the World's Fair at Chicago a branch line from the main line of the Illinois Central ran up 67th Street to the Oakwood Cemetery. There used to be a train called the funeral special that left Randolph Street station at 2 p. m. daily, he says. Some days there were two or three funerals on that train at one time, and on many trips it carried as many as twelve coaches. This service was discontinued soon after the fair.

Plenty of Sunday Picnics Then

Suburban trains ran on a Sunday schedule then, the same as they do now, Mr. Huggett says, but in his early days the Sunday traffic was much heavier than it is now. There were many more picnics then, and crowds used to jam every train that made a run. The favorite picnic ground was near Kensington.

Mr. Huggett's first salary was \$45 a month, he says, and he had to work Sundays the same as any other day. The flagman's job then was to take care of all

the lamps on the train, cut and couple the bell cords between the coaches and couple the engine in addition to the present-day flagman's duties. The lamps all burned oil then.

After he had been in the service a little more than three months, Mr. Huggett was made baggageman. He served in that capacity until July 1, 1885, when he was promoted to collector. Five years later he became a conductor.

Mr. Huggett's first run as a conductor was on what was then known as the market

train, which ran from Kensington to the Stock Yards and back to Harvey. Many persons bought their meats at the Stock Yards in those days, he says. On the return trip, the baggage car would be full of choice cuts that had been purchased, and the baggageman took care of the loading and unloading for the patrons.

Mr. Huggett feels personally responsible for every passenger on his train, and there are very few tickets that escape his punch. He has hundreds of friends among the older commuters.

Opportunities for Economy in Telegraphing

By G. J. BUNTING,

Comptroller, Illinois Central System

Many of those connected with the railroad having occasion to send Western Union or Postal telegrams under the franks assigned to various officials do not know that this is not free service, but under our contracts with the telegraph companies we furnish freight and passenger transportation in exchange for telegraph service. The railroad is obligated to pay the war tax on all messages, and furthermore, in case the contract allowance is exceeded, the railroad pays the telegraph companies in some cases the full tariff rates and in others one-half.

In arriving at the amount of these payments, all messages are counted at full day fast telegraph rates, regardless of the time of day or night when sent or whether fast service or otherwise is given.

The cost of this service has been increased recently, and for the year ending March 31 the railroad will be obliged to pay approximately \$30,000 to the telegraph companies and \$20,000 to the government war taxes), making total cash payments for the year \$50,000, in addition to the cost of transportation furnished. If telegrams are sent for the next year at the same rate as in recent months, the cost to the railroad in cash will be nearly \$100,000.

Many telegrams are sent under franks when the matter could just as well be handled by mail. Each person before sending a telegram should ask himself this question: "Is it really necessary to telegraph?"

In case it is necessary to telegraph, close attention should be given to the wording. Examination of the message actually sent shows that most of them are unnecessarily long. In many cases twelve or fifteen words were used where the meaning could have been clearly expressed in ten or less. Remember that the day fast telegraph rates are based on a 10-word minimum, and when possible, that limit should always be

observed. Longer communications can usually be shortened considerably with just a little care. English is a wonderful language—there are so many ways to express a given meaning. When telegraphing, *pick out the shortest way*, not the *longest*. Here are some examples showing messages actually sent, compared with shorter forms which would undoubtedly have served the same purpose:

Message read: "From your letter 20th file 12-7 assume you want contents car stored. Have heretofore ordered stored our warehouse twelve."

Censored version: "Assume you want car stored. Will store in warehouse twelve."—Saving, thirteen words.

Message read: "See my personal letter and wire quick if meeting November 1 Grand Central Station to discuss damaged news print paper will be held. I expect to attend and will see you Monday. Answer this morning."

Censored version: "Will meeting be held November 1 concerning damaged news print paper? If so will see you Monday."—Saving, eighteen words.

Some Telegraph Don'ts

Don't use "Advise quick," "Wire me soon as possible" or similar expressions. If you use the telegraph, the other party knows you are in a hurry.

Don't add the sender's address after his name. Each numeral and initial is counted as a word. The address may be shown in the lower left-hand corner marked "Information."

Don't show the title of the sender. Each initial and word must be paid for.

Don't show the file number. Each numeral and initial is counted as a word. Use identification symbol in preference.

Don't use words such as "You," "I," "and," as they are usually unnecessary.

Don't let the telegram go until you are satisfied no unnecessary words are included.

Don't send the message at all if the mail will do as well.

Don't write in numerals, as "17th" (three words) should be "Seventeenth."

What can you do best? Figure that out. Search yourself for the answer. Then start developing that natural ability. Live it; eat it; sleep it; work it; play it, and you'll grow more and more skillful at it. That's just nine-tenths of the "luck" of self-made men.—JAKE SCHAEFER, *former world's billiard champion*.

Points Out the Abuse of Our Railroads

Los Angeles Banker Explains Situation in Simple Language in "The ABC's of Business"

The following is a chapter on "The Abuse of Our Railroads" from "The ABC's of Business," by Henry S. McKee, Los Angeles banker. Published by permission of The Macmillan Company. Copyrighted, 1922, by The Macmillan Company; all rights reserved.

By HENRY S. MCKEE

NOTHING could better serve to demonstrate the blindness of American business than its treatment of its own railway system. This system, perhaps two hundred thousand miles of line, with cars and locomotives, buildings, city terminals, and other appurtenances for its convenient use, cost and is valued at about twenty billion dollars. Its worth to us is many times that sum, in the sense that if we were suddenly deprived of it nothing else would have any value worth mentioning. If it should cease operating, the two or three million people who are living on a barren rock known as New York City would either perish or flee for their lives (on foot, for they could even get no gasoline) to the farms of our western states where their food is produced. Every other large city would also become a mass of empty buildings. Every industry would cease for lack of something which is now being hauled to it regularly by railroad. The farms would perish next for lack of clothing, tools, machinery, and supplies of city origin, now coming regularly by railroad. There would be a glut of food in one state and a famine in the next one.

Mistakes Made in Early Days

The business of building and managing these railroads was undertaken and is carried on by about two million men. A good many years ago, when the railway business was young and inexperienced, those men made the customary mistakes of ignorance, as all the rest of us regularly do. They abused the great power that had fallen into their hands. They tyrannized over the rest of us when we traveled or shipped goods. They unjustly discriminated by overcharging some of us and favoring others, and they seemed at one time to be making too much money, which displeased us because it was they who were getting it instead of ourselves. As to this latter objection, we did not seem to realize that the only reason they put their time and material into the building of roads was because there was money in doing it and that if we forbade

the profits no one would build more roads. Even the Government learned during the late war that the way to get a needed thing done quickly was to allow a profit in it. No one will work long at an unprofitable occupation. It is against public policy that anyone should. These observations are just matters of industrial evolution and economic law.

But for these various reasons we, as a nation, began to hate our railroads and proceeded to punish them, not merely by just and wholesome regulation, but also intemperately, in pure anger, like a child kicking its toys. There was nothing we needed so much as more railroads and better ones, but we so terrified the builders that progress in building was greatly impeded; in fact, it practically ceased. We also starved the roads we had, by excessive regulation at the hands of numerous commissioners of limited vision. We acted toward our railroads as though they were public enemies, merely intruding to exasperate and rob us, instead of realizing that they were our own children.

Errors in Treatment of Railroads

In spite of all this mistreatment, they grew up and today are fairly near a complete system in size, but horribly emaciated. We need better transportation service from them more than we need anything from anybody, and yet, until we recently enacted the new railway law, we had almost ruined them. We nearly lost the war because they broke down. They needed money to buy equipment and rails. We refused to lend it to them by buying bonds and stocks from them, because their credit was not good. We kept them poor and their credit bad by denying them enough earnings, and then refused to lend them the needed capital because they were so poor, and then abused them because, being too poor to borrow the money necessary to equip themselves properly, they were unable to move things as fast as we needed them moved.

This is also the approximate history of the method we have employed in providing ourselves with other indispensable services, such as telephones and street cars. In all these services the vitally important thing to American business is that the service shall be dependable, abundant, and quick. If it can be cheap, too, so much the better, but any cheapening of it that at all seriously impairs its speed and reliability will cost American business in indirect ways,

many times the amount so saved. To impair our transportation service is merely to close the throttle upon all industry.

Repairing the Industrial Plant

Probably we pay to the railroads in a year, for transportation, a total of five or six billion dollars, in the form of pieces of paper, spoken of as money. The only use they can make of this paper is to pass it back to us again, directly or indirectly, in exchange for things a railroad needs. In short, then, out of the forty or fifty billion dollars' worth of things which we produce every year (the railroads helping us to do it by doing all the hauling) we turn over about one-tenth, or say five billion dollars' worth, to the people who built and who operate the railroads, for them to use in moving the trains and keeping up the road, and to live on while doing so. It is just possible that, now we are preparing, under the new rate schedules, to give them more things than heretofore, they will be able after a while to run more and faster and more dependable trains, handling more goods in less time, and in consequence of this our entire industrial plant may find itself turning over so much more smoothly

and rapidly that its total annual output of goods may increase by even far more than we have now agreed to give the railroads. We are thus very wisely repairing our nation's entire industrial plant at its weakest point.

We violated an economic law when we refused the railroads earnings enough to keep themselves in good repair and good credit; rich enough to build into, and thus develop, new territory and provide themselves with enough cars and engines to transport speedily the freight and passengers of American business. By our past fifty years of railway policy we did to ourselves just about what, for illustration, a very vast factory, using an interior tramway, would have done to itself by destroying its own tramway just to spite the tramway boss. Our slogan has been millions for chewing gum and joy rides and vanities, but not one cent for transportation. We could have spared the money; for so high an authority as the Secretary of the Treasury has recently estimated that we are now spending for luxuries in one year a sum equal to about the total value of our entire railway system.

Kentucky Division Loses a Helpful Spirit

A pall of sorrow spread over the Kentucky division Sunday, March 4, when the news was carried from the hospital at Paducah of the death of "Daddy" Hughes, as he was known by all who knew him.

"Daddy" was one of those amiable characters who cleaned up ragged edges—he took pleasure in doing what the "other fellow" didn't want to do and would put his whole enthusiasm into doing the small and seemingly insignificant jobs. He will be sadly missed when locks won't work, or doors won't close, or panes are out!



Mr. and Mrs. W. F. Hughes

William F. Hughes was born February 2, 1857, in Virginia, but when he was 3 years old his parents moved to Grayson County, Kentucky, where he remained during his years in school. In 1878 he married a Grayson County girl, Miss Fannie Stinson.

In 1879, at the age of 22, he entered the service of the Illinois Central with a bridge gang. He remained in service some ten years, when he left to do private work.

He returned to the Illinois Central in May, 1897, as a carpenter with the gang at Paducah, Ky., and in that capacity he remained until his recent death. In 1903 he moved his family from Grayson County to Central City, Ky., where he purchased a nice home. He had since made a trip each week from Paducah to spend the week-end with his family.

Besides his widow, he is survived by three sons and one daughter: J. A., who is agent of this company at Marion, Ky.; C. D. and Edward T., in business at Central City; Mrs. Effie Wallace, Central City. Many flowers spoke in loving memory of him at the funeral at Central City.—M. W.

Our Pay Checks Are Signed Ten at a Time

*Machine in Use in Paymaster's Office Greatly
Simplifies Task That Comes Once a Month*

OUR pay checks are countersigned by a machine in the paymaster's office at Chicago that writes the counter signature on ten checks at one time. The capacity of the machine depends entirely upon the speed of the operator in writing his or her name. Six thousand five hundred is the largest number of checks countersigned with this machine in one hour. The average number is about 5,000 an hour.

In the days before the Signagraph machine was installed in the paymaster's office, an average of about 600 checks would be countersigned in an hour by hand. On a test, one person once countersigned 1,200 checks in one hour, but such speed could not be continued for any length of time, H. D. Warner, paymaster, says.

The pay checks come in sheets of five each. The name and amount is written on each check by hand in the office of the auditor of disbursements, and then the sheets containing five checks each are sent to the paymaster's office for the countersignatures.

It requires four persons for the operation of the Signagraph machine—one feeds two sheets into the machine at a time, another writes the countersignatures and two tear the checks apart and keep them in numerical order.

In determining the efficiency of the machine, it is necessary to take into account the fact that four persons are required to operate it. If each was signing by hand, the average total number of checks signed each hour would be about 2,400. The average number countersigned by the machine is more than twice that.

Mr. Warner says that not every one is able to write the countersignatures with the Signagraph. It requires a free and open hand. The initials and name are written without the pens' being lifted from the checks.

H. D. Warner, G. C. Lyon, Mrs. M. Mangerson, Miss Bessie Allen and Miss Minnie Anderson are the ones who countersign the pay checks. So many are issued each month that it is too trying on one person



Miss Minnie Anderson and Miss Bessie Allen are shown here operating the Signagraph machine in the paymaster's office. Miss Anderson is writing the countersignature with the dummy pen at the right, and Miss Allen is feeding the sheets of checks into the machine at the left.

to sign them all. Miss Anderson seems to have more endurance than any of the rest, he says, but Miss Allen is running her a close second. Mr. Warner says that his own handwriting is a little too cramped to operate the machine efficiently.

Mr. Lyon, chief clerk to Mr. Warner, holds the honor of having signed by hand

the largest number of checks in one hour. The Signagraph machine was first used in the paymaster's office about eight years ago.

It required a little more than thirteen hours to countersign the 67,950 pay checks that were issued April 1. If that number of checks had been signed by hand, it would have required more than 113 hours of work.

Business Man Pleads for the Railroads

As indicating the attitude of the more thoughtful business men of the country toward the railroads, here is the opinion of Joseph Ewing, general sales manager for Phillips-Jones Corporation, who took direct issue with the National Council of Traveling Salesmen's Associations, in reply to a letter from William G. Adams, managing director of the organization, soliciting him as an associate member of the council. Mr. Ewing came out in a flat-footed statement charging that efforts aimed to lower rail fares for salesmen is a step backward, and in line to bring about retarding of industrial and commercial rehabilitation.

All trade and business associations, Mr. Ewing said, should strive to aid the railroads, rather than curtail them in their efforts to become safely organized for the benefits of commerce, emphasizing that the National Council's endeavors, in his opinion, have been along the lines of misguided interference.

The railroads as a unit, he continued, are the largest employers of labor, and any trend toward curtailment of their income will mean that prosperity for the country at large will be retarded in direct or greater ratio.

The National Council, Mr. Ewing declared, could better serve the salesmen and country at large by striving to lower the wholesale prices of the lines the salesmen carry, for with such an adjustment, lower rail fares and rates would follow automatically.

Senators and Congressmen, in his opinion, should keep their fingers out of the affairs of business in general, and especially the railroads; and organized efforts inviting them to interfere means that no one will benefit and many will suffer.

"We employ more than 300 salesmen," Mr. Ewing said, "which in our line is a large figure, but any reduction in fares would not be reflected in the wholesale prices of our product. I mean this absolutely; not one penny's reduction, through reduced rail rates and the consequent saving, will be possible in our wholesale quotations.

"The saving is only a minimum one, in comparison with the volume of business booked by salesmen, and the benefits will be for those travelers who travel on a commission basis. The hurt that is done the railroads will be great, and regrettable for the reasons outlined."

Mr. Ewing's letter to Mr. Adams follows in full:

"Your bulletin of February 23, with application blank for associate membership, has just been received.

"Frankly, it is a miracle to my mind that men can be so constituted as to believe that interference in the earning power of an organization for their own especial benefit can bring prosperity to anyone. The railroads are the backbone of this great land, and unless the railroads are allowed to go ahead and run their own business, there is not a traveling salesman in the United States who will have a job worth considering.

"If the National Council of Traveling Salesmen's Associations would think more about bringing down the prices of the products which these traveling salesmen handle, the railroads would automatically be in a position to bring down their own costs.

"You cannot take a constructive step backward, and it strikes me that your whole program has been one of misguided interference. You will do a great deal better if you will get the Senators and Congressmen of the United States to keep their fingers out of the railroads for five years and let them get safely organized for the benefits of commerce than to help the many cooks spoil the porridge."

EXTRA LABOR COUNTS MOST

The men who have achieved success are the men who have worked, read, thought more than was absolutely necessary, who have not been content with knowledge sufficient for the present need, but who have sought additional knowledge and stored it away for the emergency reserve. It is the superfluous labor that equips a man for everything that counts most in life.—CUSHMAN K. DAVIS.

Heart Disease Fatal to Stuyvesant Fish

*Former Illinois Central President Stricken When
Entering National Park Bank, New York City*

THE sudden death in New York City, on April 11 last, of Stuyvesant Fish marked the passing of the only living ex-president of the Illinois Central System. Mr. Fish was executive head of this railroad from May 18, 1887, until November 7, 1906. His death was due to heart disease, the fatal attack occurring without warning as he entered the National Park Bank to attend a directors' meeting. Mr. Fish was chatting with Richard Delafield, chairman of the board of directors, as the two entered the building, when he was stricken and died almost instantly. He would have been 72 years of age if he had lived until June 24 next.

Mr. Fish became associated with the Illinois Central Railroad as a clerk in the New York office in 1871. He became secretary to the president of the road the following year. On March 16, 1877, he was elected a member of the board of directors and also treasurer and agent for the purchasing committee of the New Orleans, Jackson & Great Northern Railroad. He became secretary of the Chicago, St. Louis & New Orleans Railroad the same year and served in that capacity until 1882, when he was made vice-president of the Illinois Central System, which position he held until his election to the presidency of the road in 1887.

A Descendant of Noted Men

Mr. Fish was a lineal descendant of Peter Stuyvesant, one of the famous Dutch governors of New Amsterdam. Peter Stuyvesant was immortalized by Washington Irving as "Peter the Headstrong," in *Diedrich Knickerbocker's* droll and entertaining "History of New York." Hamilton Fish, secretary of state in President Grant's cabinet and later on governor of New York state, was Stuyvesant Fish's father.

Although Mr. Fish was of distinguished ancestry and an heir to great wealth, as a young man he was given stern training in the basic fundamentals of earning his own living. He was given an allowance of \$50 a month, and it is said that he walked daily to his work in the railway office from the family home at Garrison-on-the-Hudson, a distance of a mile and a quarter.

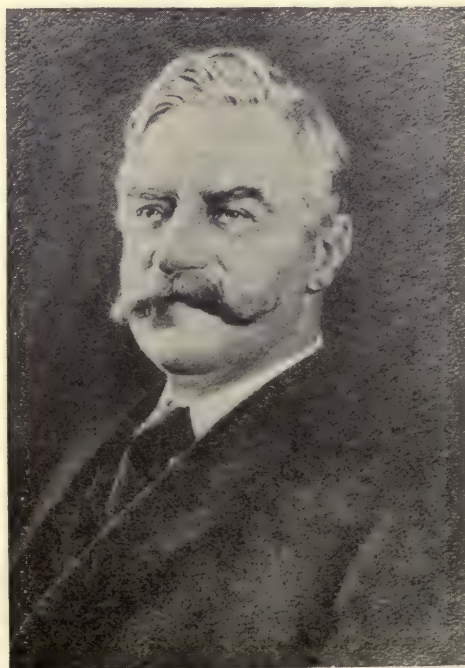
At the age of 25 he married Miss Marion Graves Anthon of New York, who was afterward long the leader of New York society. The magnificent ballroom in the Fish home on East 78th Street, New York City, was designed by Stanford White and was the

scene of many brilliant social affairs. Mr. Fish's own tastes were quiet, but he gave his wife every encouragement in the social life through which she maintained a sway over the exclusive circles of the city's socially elect.

Mr. Fish had a romantic career as a financier and railway magnate. He rose quickly in railway work. It is said that, during his time as head of the Illinois Central System, the greatest period of railway development so far known in this country was under way in the Middle West and that he contributed in no small measure to the permanent progress and prestige of the Illinois Central. Aside from his connection with this road, he held executive positions with other railroads at various times. He was president of the American Railway Association at one time and in his later life had wide affiliations with banking and insurance interests. He was always respected for his ability as a financier.

Left Illinois Central System in 1906

In 1906 Mr. Fish retired from the executive councils of the Illinois Central System and removed to New York, after having re-



Stuyvesant Fish

sided for nineteen years in Chicago. He was succeeded as president of this road by James T. Harahan, now deceased. Chicago railway officials pay a tribute of respect to Mr. Fish and unite in saying that he did a great deal toward advancing the development of transportation in the Mississippi Valley. Hale Holden, president of the Chicago, Burlington & Quincy Railroad, said: "He was one of the prominent figures in the history of American railroads." Similar sentiments were expressed by H. E. Byram, president of the Chicago, Milwaukee & St. Paul Railroad, and H. E. R. Wood, treasurer of the Chicago & Alton, himself a railway man for the last fifty years.

Jacob M. Dickinson, former secretary of war, was intimately acquainted with Mr. Fish for many years. "He was a notable figure," Mr. Dickinson said. "He sprang from a long line of distinguished men. His

grandfather was a colonel under General Washington in the Revolutionary War and was wounded at the battle of Yorktown. His greatest hobby, as I remember him, was flowers. He loved rare and beautiful flowers, and he gave much personal attention to the magnificent gardens he maintained on his country estates."

Mr. Fish owned a beautiful estate at Newport, "Crossways," which he recently sold. He also owned the family country place at Garrison-on-the-Hudson, across the river from West Point, and a palatial town house in the city. He was a trustee of the Mutual Life Insurance Company, the New York Life Insurance and Trust Company, a vice-president of the National Park Bank and a director in many other companies of a financial character. He remained active in the management of his affairs and regularly went to his office at 52 Wall Street up to the time of his death.

New Station Master Once Saved a Train

An Illinois Central hero is Edward E. O'Connor, who was appointed night station master at Grand Central Station, Memphis, Tenn., February 16. He served as night station master at the old Poplar Avenue Station for twelve years before Grand Central Station was erected. He entered the service July 1, 1902, as night station master at Poplar Avenue Station and continued his duties there until he was appointed supervisor of mails October 1, 1914, at the then completed Grand Central Station. He continued in this last service until his recent promotion.

Just a short time before he was to leave his post of duty at the old Poplar Avenue Station on the morning of October 6, 1905, he says that he received a warning over the wire that an engine had run wild from the roundhouse at Memphis and was running wide open on the north-bound track toward the station.

No. 2 was standing on the north-bound track at the station, crowded with passengers and in the direct path of the on-rushing wild engine.

The yardmaster at Iowa Street was the one who informed Mr. O'Connor of the wild engine, and Mr. O'Connor left the yardmaster talking as soon as he had the situation clearly in mind. He dropped the telephone and ran outside. The wild engine, one of the old 300 class, he says, had reached the foot of Beale Street hill and was running backward toward him at full speed.

About 300 feet from Mr. O'Connor there



E. E. O'Connor

was a cut-over from the north-bound to the south-bound track. He ran to it and threw the switch, and the wild engine thundered by him and across the south-bound track. Mr. O'Connor threw the switch back and walked to the station as if nothing had happened—he considered the act merely as one of his duties, he says.

The wild engine was stopped by a switching crew in the north yard. It had only a wood fire, and the steam gave out when it reached that point.

Mr. O'Connor is a member of an old family of Memphis. He was born and reared there. He served in the 4th Tennessee Infantry during the war with Spain, with six months of actual service in Cuba. He returned to his home in Memphis after he was mustered out, May 6, 1899, at Savannah, Ga.

Set your children an example of safety. If you expect them to come home from school alive and uninjured through the hazards of the streets, set them an example. It's up to you to be a safe daddy and set the pace. —CHARLES W. PRICE, formerly General Manager of the National Safety Council.

Twenty-Nine Years on Indiana Division

*"Charley" Ackerman Relates Experiences With
Infrequent Pay Days and Hazardous Work*

THE old-time patrons and employees of the Effingham-Indianapolis district of the Indiana division remember Conductor Charles Ackerman—"Charley," as he is affectionately known. Mr. Ackerman, after spending twenty-nine years of conscientious service on this division, retired and is now located at Effingham, but the railroad still holds its fascination for him.

"In 1884 I was employed as brakeman and line repairman on this division, then known as the Indiana and Illinois Southern Railroad," he said, in relating his experiences. "Train service consisted of two trains running between Riverton and Switz City, Ind., a distance of about forty miles. One of these was a mixed train, handling both freight and passengers, and the other was a coal train, depending on a small dinky engine for motive power, which hauled coal between Cass, Ind., and Switz City.

"My first trip was on the mixed train with a man by the name of Farnsworth, conductor, and Ed Hail, engineer, and we were doubling back to Dugger, Ind., for a train of coal from the old Dugger mine. Just outside of Switz City we crashed into the dinky engine, which was siphoning water out of a mudhole and had failed to protect the train by flagging. The impact hurled both engines from the track, and the shock of the collision flung me headlong from the rear of the car of coal I was riding, piling me amid the 'black diamonds' in the middle of the car. After inventory was taken of the crew, it was discovered that no one was seriously injured, although Farnsworth suffered a few slight cuts about his face and head. Hail had jumped from the cab before the engine collided and was uninjured.

Infrequent Paydays

"Mr. Lyons of Chicago was president of the railroad at that time, and P. H. Blue of Sullivan, Ind., was general manager. Paydays were seldom, and when those long-expected days rolled around we were often compelled to accept orders for provisions on the company store at Dugger instead of receiving cash for our services. My salary was \$45 a month, and sometimes the company was six months behind with its payroll. Whenever I was in need of money, it was necessary for me to lay off and go to the main office, where they would usually give me about two months' pay. Some years later William H. Alley of Chi-



Charles Ackerman

cago purchased the controlling interest in the railroad, after the old company had fallen into arrears with its payroll, and he paid the laborers off at 75 cents on the dollar.

"Railroading in those days was a trying and hazardous undertaking. We would leave home on our trip with not the least knowledge of when we would return, often remaining out for the entire week on account of washouts or high water. Our run was known as the tri-weekly, but I could never figure out whether that meant three times a week or try to be weekly.

"One incident is quite vivid in my memory of a trip to Switz City which was halted by the stringers of the bridge spanning Beehunter Creek having been washed away. The train crew, comprising Ed Hail as engineer and myself as conductor, along with the brakeman, stripped down to the skin and waded into the chilly water, floating back the stringers and placing them in their old positions in the bridge.

Lost a Train

"On another occasion we left Sullivan one afternoon, bound for Switz City, and went into the ditch, losing all of our train. We arrived in Switz City the following morning with nothing but the engine.

"In my estimation keeping the telegraph

lines in good condition in those days before substantial poles could be secured was almost as perilous and risky an enterprise as the more apparent one of railroading. The Wabash River with its early spring floods and grinding ice cakes caused me considerable worry in my position as line repairman. Ordinary poles, I soon discovered, would not serve for terminals to support the long stretch of wire across the river, because if the wire sagged low the floating ice cakes would cut it like a knife and if the wire was prevented from sagging during high waters the passing steamboats would tear it down. One time nine efforts were required before I could secure it again after the ice had snapped it off. Finally I hit upon a plan of using a tall tree on the west bank of the river for a terminal on that side and a similar one on the opposite bank, and this proved satisfactory, although it was necessary for the section men to cut down a tree for me to place there, as none grew near enough that was of sufficient height.

"In 1896, to keep up with the march of progress, the road was widened from narrow to standard gauge between Switz City and Palestine, Ill. I was conductor on the first standard train between these points, handling the freight, express, mail and pas-

senger business all by myself. Despite this improvement there was yet much to be desired. The rails were light, being classed as only 30-pound rail, and the ties, which had been of ample length for the narrow gauge track, were pitifully short for the new standard gauge of four feet eight and one-half inches. Practically all the depots from one end of the line to the other were renovated box cars, and frequently we used box cars for cabooses. I have seen passengers raise their umbrellas to prevent the rain from giving them a soaking in some of the coaches we used in those days.

"Another incident which happened some time after the widening of the gauge also is fresh in my memory. We left Effingham at 4:10 o'clock in the morning and about a mile outside of the city one of the coaches, containing thirteen passengers, struck a broken rail, causing derailment of the coach, which made a complete revolution down the embankment without killing a passenger although the coach was torn to pieces. Edgar Vane (present trainmaster at Palestine) was the brakeman on this train, and he carried the news back to Effingham, whereupon the Pennsylvania Railroad sent an engine and car to the scene of the wreck to carry those passengers back to the city who wished to return."

Paper Saving in Precept and in Practice

The following suggestion from an Iowa division employe came to the magazine most fittingly typewritten upon the back of a printed form.

The benefits derived from the practice of saving paper are manifold. The principal reason is to save money for your employer by the judicious use of stationery entrusted to you. By so doing you will find an added interest in your work and a personal satisfaction in knowing that you are doing a maximum amount of work with the minimum of expenditure.

In every office there are four or five large calendars which can be utilized if one will take a few minutes to cut them up into small squares when the old month is torn off. These can be used for scratch pads or message clips, thereby saving for other uses the regular printed message blank, Form 590.

Several months ago I copied a message for Mr. Williams en route to Waterloo. After I copied it I debated the advisability of delivering it, as the reverse side of the blank was a portion of an old Union Pacific calendar. It conveyed the information he

was looking for, and as I received no reprimand, I still continue the practice.

Envelopes can be used more than once if care is exercised in opening them. The old address is soon effaced with a little energy and an eraser.

Envelopes that can no longer be used for forwarding correspondence can be made to serve beyond their allotted span, as they are easily converted into scratch paper with a paperknife.

The backs of canceled tariffs, circulars and other forms too numerous to mention that have become obsolete can be utilized as outlined above.

The requests for annual passes were sent out from the superintendent's office recently in unsealed envelopes. I should like to see a check of returned requests to see how many were returned in their original containers. I reclaimed one in our office that had been relegated to the waste-basket.

Saving a sheet of paper seems of little consequence to the average employe, and there are too many who assume the attitude that "there is a lot more where that came from."

Printing is costly. Save paper.

Raises Purebred Chickens as a Sideline

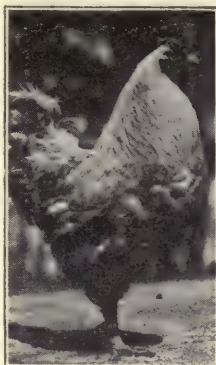
*J. E. Gleaves, Chief Clerk to Master Mechanic at
Memphis, Tenn., Frequently Picks Up \$100 a Month*

TO the average person, chicken raising means a rooster and a few hens which are allowed to run around the back yard or the neighbor's flock that goes home at night only in time to roost after eating up the table scraps thrown out. But raising chickens can be made not only a pleasure but a profitable business if the proper attention is given them. This fact can be easily proved to anyone who has the pleasure of visiting the little chicken farm of J. E. Gleaves, chief clerk to the master mechanic, Memphis shops.

Mr. Gleaves began service with the Illinois Central System in December, 1912, as a clerk for the master mechanic at Paducah. He was transferred to Memphis in March, 1915, as a clerk in the master mechanic's office, and was promoted to assistant chief clerk in January, 1918. In April, 1918, he was promoted and transferred to East St. Louis as chief clerk, and remained in that capacity until June, 1920, when he was sent to Memphis to the position he now has.

Gathers a Hundred Eggs a Day

While you possibly would not class Mr. Gleaves' place as an egg farm, he is above the class termed "back lotters." It is not uncommon for him to get 100 eggs from his flock of 148 hens, which are divided into ten pens—forty-eight Single Comb Rhode Island Reds, having that deep red

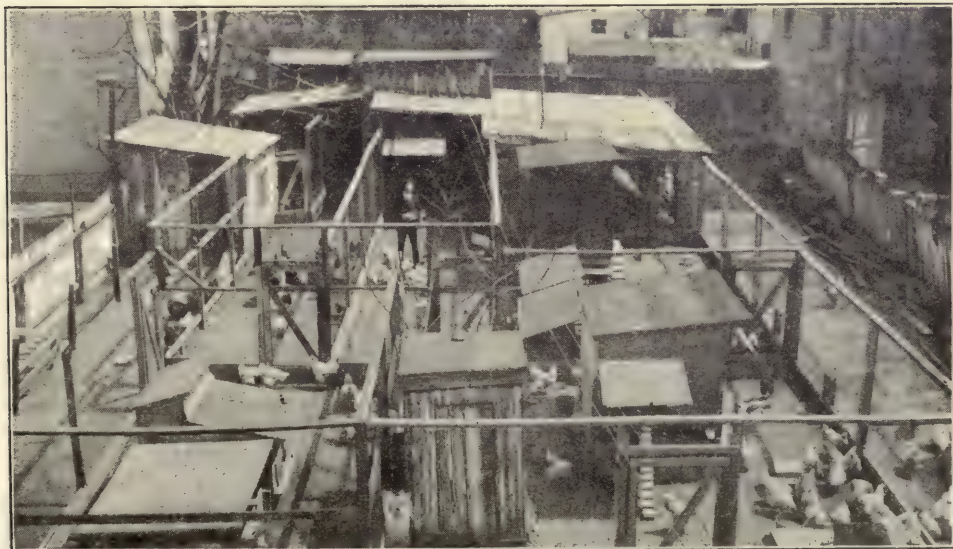


Mr. Gleaves' prize-winning cockerel

color that appeals to the lover of that class of birds; forty Single Comb Barred Rocks, barred to the skin and just as pretty a lot as the writer has ever seen; and sixty Rose Comb White Wyandottes.

All the pens are headed by high-class male birds. One of the two principal pens of White Wyandottes, in which Mr. Gleaves is specializing, is headed by a cock that won a prize at the Tupelo, Miss., Poultry Show last December. Another pen has at its head a cockerel of Mr. Gleaves' own raising. This cockerel was included in two entries which Mr. Gleaves had in the Tri-State Fair held last September at Memphis. Both entries won prizes.

Mr. Gleaves believes in the laying qualities of his birds. He entered a pen of his White Wyandottes in the Tri-State National Egg Laying Contest, which started November 1, 1922, at the State Normal School, Normal, Tenn. During January, against entries from almost every state in the country and birds of every class, his



J. E. Gleaves' chicken yard at Memphis



Some of Mr. Gleaves' chickens. At top, Rhode Island Reds; center, Barred Plymouth Rocks; bottom, Mr. Gleaves with some of his White Wyandottes.

pen won a silver cup for the leading pen, any class; a blue ribbon for leading pen of White Wyandottes, and special ribbon for one hen laying twenty-five eggs and better. He is a member of the Tri-State Poultry Association and always ready to talk chickens and to show his place and birds to anyone interested.

Started Chicken Raising in 1920

Mr. Gleaves purchased his first chickens in the spring of 1920. He started with one Barred Rock hen with nine chicks, then purchased fifteen purebred White Wyandotte pullets and two cocks. Since that time he has relied upon his own ability to raise his chickens. He buys some purebred eggs for setting. One of his recent purchases was 145 purebred White Wyandotte eggs from John S. Martin of Port Dover, Ontario, Canada. Mr. Martin is known the world over for the fine purebred chickens he raises. The eggs cost Mr. Gleaves \$25 a setting of fifteen eggs.

During 1922, the third year of his experience as a chicken raiser, Mr. Gleaves had a total of 400 chickens at his place. He has since sold them, until he now has only 148. So far this year he has set 1,000 eggs of his own chickens, as well as the 145 eggs which he purchased from Mr. Martin.

Mr. Gleaves hatches his chickens by incubators. The young chicks are placed in

a broodhouse that is heated by a hard coal fire. After the baby chicks are 48 hours old he feeds them a specially prepared buttermilk starting food, and he keeps them on that alone until they are 5 days old. Then they are given small grain each morning and night in addition. The size of the grain is increased as the chicks grow older. When they reach the age of 3 weeks, they are fed a buttermilk growing mash instead of the buttermilk starting food. All of his feed contains buttermilk in some form or other. At the age of 6 months he feeds a buttermilk laying mash. The older chickens are also fed sprouted oats and occasionally cabbage and lettuce.

Mr. Gleaves' profit from his chickens is between \$50 and \$100 a month. His greatest income is from the sale of setting eggs, breeding stock and baby chicks, he says. Friers bring him as much as \$1.65 each; pullets, from \$2.50 to \$5; male birds, from \$5 to \$10. His baby chicks sell for from \$25 to \$35 a hundred.

His belief is that it costs no more to feed and care for purebred chickens than it does for the other kind and the returns are much more from the purebreds. With proper care and feed, the purebred chickens develop much faster than other chickens, Mr. Gleaves says.

EATING OURSELVES TO DEATH

Be moderate, always, in eating. When I went to medical college they used to teach us that we not only had to stuff and gorge ourselves, but that that was the proper procedure for our patients, and so the doctors, for years, practiced stuffing their patients and killing them via the food route. People who become sick shouldn't eat anything until the stage passes over, because food taken when a person is intensely suffering or has a high fever doesn't digest. It simply wastes and turns to poisons within the body. It intoxicates or poisons the individual and makes him worse instead of better. So, if there is any acute disease with pain or fever, it means that a person should stop eating until that acute disease is over. He should drink all the water he wants to in order to cool down and flush out the body, and he should have rest and fresh air, but not food. If that knowledge would sink in it would save hundreds of thousands of lives every year—lives that are snuffed out for lack of knowing and living up to that simple little knowledge.—R. L. ALSAKER, M. D.

Men who "have seen better days" usually didn't make the best use of them.—*The Watchman*.

Radio Department

Amplification for the Audion Receiving Set

In this article we show a method of adding two steps of audio-frequency amplification to the audion receiving set described in the April issue. The purpose of amplification is to increase the strength of the incoming signals after they have been rectified by the detector. In audio-frequency amplification this is accomplished by magnifying the variations in current in the telephone receiver circuit, thereby amplifying the sounds produced in the receivers.

In the construction of the amplifying unit you will need the following parts, which can be purchased at any radio store for about \$30:

- 2 audio-frequency amplifying transformers.
- 2 W. T. 11 amplifying tubes.
- 2 tube sockets.
- 2 W. T. 11 adapters.
- 2 filament rheostats.
- 3 telephone jacks (4 spring—2 way).
- 7 binding posts.
- 1 set "B" battery (22½ volt).
- 2 dry cells (1½ volt).
- 40 feet No. 14 tinned copper wire.

In assembling the unit it is best to lay out the parts on a table and make the connections as shown on the picture plan (Fig. 1). When the hook-up has been completed, the set can then be given a preliminary try-out to ascertain if it is working properly.

If desired, the unit can then be mounted in a cabinet about 6 by 6 by 20 inches.

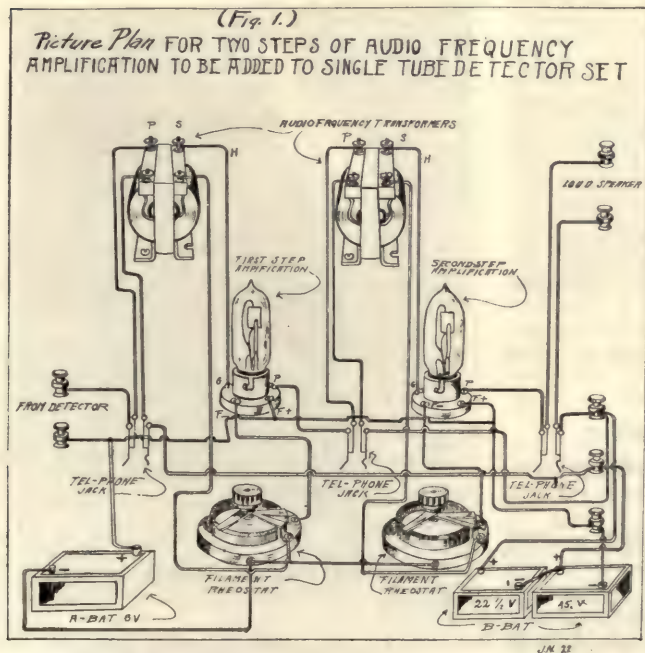
In constructing the amplifier unit a few simple points to remember are as follows:

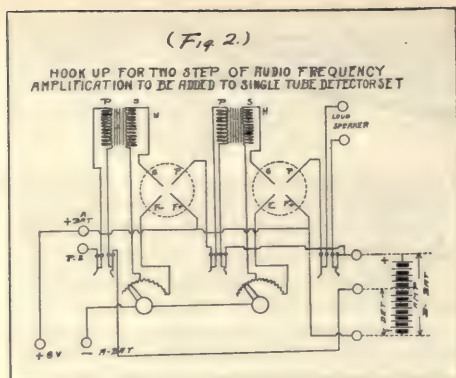
1. All connections not on binding posts should be soldered.
2. Mount all vacuum tubes in a vertical position.
3. Place all the amplifying transformers in such positions that the iron cores upon which they are wound will be at right angles to each preceding transformer.

The use of telephone jacks, as shown on the plan, is recommended, as the set can then be used either with one tube or with the amplifier using additional tubes. Inserting the telephone plug in the first jack breaks the contact with the amplifying transformer, and the detector tube alone is used. Removing the plug and inserting it in the second jack and additional vacuum tube is used as an amplifier. The third jack "cuts in" the detector and two stages of amplification. In assembling the parts, remember that vacuum tubes made for the purpose must be purchased. Amplifying tubes can be used as detector tubes, but detector tubes do not give good results for amplifying.

In operation, reception is accomplished with the detector unit as described in the April issue, and then amplified by the amplifier unit by inserting the telephone plug in each successive jack and regulating the filament rheostat until the reception reaches the desired intensity. If loud whistling noises are heard which drown out the signals, try reversing the primary wires running to the transformers, listening in after each change until the correct connection is found and the amplifier functions without unnecessary noises. If a loud speaker is used, it should be connected to the two end binding posts as shown. In Fig. 2 is shown the hook-up for this unit using the standard radio symbols.

So many inquiries have been received concerning the





it from California redwood and used an extra dark mahogany stain. The redwood, being naturally red, makes a beautiful piece of furniture when properly finished. The wood must be thoroughly sandpapered, then stained, the maker being careful to rub the stain off immediately after applying it, as the wood is soft and takes the stain like a sponge.

The cabinet should then be sandpapered lightly with very fine sandpaper and given a coat of clear varnish, being sandpapered between every two coats. When it is properly finished, you have as fine a piece of furniture as you could wish. If care is taken to get the wood with a pretty grain, the cabinet will really be a thing of beauty.

The front doors are paneled, as well as the door that drops down for an arm rest like the door on a writing desk. The top of the cabinet is made in two doors which fold back and permit the operator to get into the working part of the machine. The upper half of the cabinet, on the back, is made into a door that folds back and permits of easy access to the working parts of the machine. One shelf is put in, half way between the bottom of the cabinet and the bottom that the instruments are placed on; this provides plenty of room for the A battery and also for the battery charger; the upper shelf is for the B batteries and a place to keep phones when not in use. This makes a complete outfit that can be closed up when not in use, out of the way of dust and inquisitive children.

I made this cabinet complete myself, but



L. L. Jones and his radio cabinet

Illinois Central Magazine

cost of the audion receiving set described in the April issue that it is thought best to answer them all at once.

The cost of a headset was not included, as it was assumed that this was purchased for use in connection with the crystal set described in the March issue. It is a fact that the parts listed as necessary in the construction of the audion set can be purchased at a total cost of only \$10. This fact was verified by obtaining price quotations from radio supply houses located in Chicago and New York. Below will be found a list of the parts and cost as obtained from these quotations:

1 variocoupler coil	\$ 2.75
1 filament rheostat .....	.45
1 23-plate variable condenser (.0005mfd)	1.75
1 tube socket .....	.75
1 WT-501 "peanut" detector tube.....	2.00
1 grid leak ($\frac{1}{2}$ megohm).....	.20
1 fixed condenser (.00025mfd).....	.15
6 switch points .....	.15
1 switch lever .....	.10
1 set "B" battery (22 $\frac{1}{2}$ volt).....	1.10
3 dry cells .....	.60

Total cost\$10.00

A storage battery is not necessary, as the "peanut" tube described will work on the voltage output of the three dry cells. All of the radio magazines publish the advertisements of a number of radio supply companies from which you can purchase the parts at the prices listed above. The author has recently assisted in assembling a receiving set purchased from a Brooklyn firm, for a cost of \$10, on which stations have been heard within a radius of 1,300 miles.

Built His Own Radio Cabinet

Here are a description and photographs of a radio cabinet that I have made for my radio set.

This cabinet is not original with me, yet I have never seen one quite so handy and complete as mine is. This cabinet is twenty-four inches square, outside measurement, and forty-two inches high. I made



Mr. Jones' cabinet closed and open

I will say that it requires considerable patience. The hardest part to make is the paneled doors, as they are hard to get mortised properly, and the average fellow does not possess many up-to-date carpenter tools. I have seen cabinets similar to this one, but not nearly so handy or complete.

I also built my own set, or rather assembled it, using only standard parts of well-known, tested makes. I use one condenser, one coupler, with fourteen taps, a transformer, detector tube U. V. 200, one amplifier U. V. 201, a variable rheostat on the detector and a common one on the amplifier. With this set I cover the United States and Canada, hearing stations in California, New York and Canada very distinctly. I use a phone jack that takes three

phone plugs, and I use Frost phones, 2,000 ohms, which prove to be very satisfactory.

Photo No. 1 shows the cabinet closed, making a good-looking, dust-proof piece of furniture. Photo No. 2 shows the machine open ready for business; I folded the top door back to show how it worked, but the light was not right and did not show the door very plainly; it can be folded back or left down when in operation.

One picture shows the machine in operation, with yours truly at the steering wheel. The machine is just the right height to make it comfortable to operate when sitting in a chair, and the door that drops down in front makes a comfortable rest for the arms. I often operate it for four or five hours without tiring in the least.

I use an aerial of one wire 130 feet long and about thirty feet high.

I hope this meager description will be sufficient to enable anyone who may be interested in this kind of outfit to construct one, for they are well worth the effort. I hope the radio department of our magazine will grow, and I would like to see others give some of their schemes to make our sets better.—L. L. JONES, ticket agent, Le Mars, Iowa.

STARTING IN EARLY



Joanne File, 3 years old, daughter of H. E. File, office of vice-president and general manager, Chicago, operating a homemade radio set constructed by her daddy.

FIGURE IT OUT

A boy asked a farmer for a job, and the farmer asked what he would take to work for him two years. The boy told him 1 cent for the first month and double the amount every month thereafter for twenty-four months; so they drew up a contract. Was he a cheap hand, and how much did he receive in two years?—F. A. McDONALD.



The first receiving station

David Wark Griffith Has Nothing on Us

*Illinois Central System Is a Pioneer in Producing
and Exhibiting Motion Pictures for Employees*

THE Illinois Central System is the only railway system that has successfully produced its own motion pictures to help its employees understand their work more thoroughly, according to C. G. Richmond, superintendent of stations and transfers. The pictures the company now is exhibiting to the employees at various points on the system were made by the company itself to illustrate the proper as well as the improper way to handle freight, and the reports are that the employees who have seen them have gained much information.

The idea of motion pictures for visual instruction originated with L. W. Baldwin, former vice-president, Mr. Richmond says. In 1921 Mr. Baldwin expressed his belief to Mr. Richmond that motion pictures would be instructive to the employees and would in turn materially increase the efficiency of the system. Mr. Richmond immediately made plans for the production of the pictures.

E. A. Barton, inspector of stations and transfers, was assigned to the duty of arranging a scenario, and Mr. Richmond says that the successful pictures are largely due to the care and energy Mr. Barton put into the work. J. K. Melton, official Illinois Central System photographer, was assigned to do the camera work. The camera he used is of his own make. He bought the standard parts of a motion picture camera and fitted them together himself.

Ten months after the work started, the pictures were ready for exhibition.

The purpose of the motion pictures has broadened now to the extent that they are shown also to the employees of connecting lines. Mr. Richmond says that he hopes this practice will further decrease freight claims.

New Pictures to Be Made

Motion pictures of the proper and improper way of handling and loading livestock will be made this spring and summer, Mr. Richmond plans. Livestock claims constitute the bulk of the freight claims, and he hopes to cause a reduction in them by showing these pictures to the employees.

The motion pictures were first exhibited in June, 1922, as a special feature of the "No Exception" campaign. Mention of them was made in the August, 1922, issue of the *Illinois Central Magazine*. Mr. Richmond says that the pictures gave material

aid to that campaign, and he decided to continue the showing of them to the employees at many points on the system.

Shown Under Varying Conditions

Mr. Barton uses a portable projection machine and exhibits the pictures in freight houses, trainmen's halls, Y. M. C. A. lounging rooms and sometimes in motion picture theaters. He sends a notice to the point where he is to give the exhibition, so that as many employees as possible will be present to see the pictures. Many of the freight handlers and trainmen who are interested in pictures bring their families on the night of the showing. There have been times when the place where he showed the pictures was hardly large enough to accommodate the number of persons who attended. Employees sit tirelessly through the exhibitions on benches, boxes, barrels and anything else that will serve as a seat.

Agents at points where the pictures have been shown have written to Mr. Richmond that an immediate improvement in the handling of freight was noticed after the employees had seen the pictures. Conversations of the receiving clerks, checking clerks, delivery clerks, stowmen and truckers indicated that they really benefited by the demonstration, the agents say. Some



J. K. Melton taking the pictures

of the workers expressed the opinion that the motion pictures were worth more to them in bringing out clearly the proper and improper ways to handle freight than anything that previously had been said or shown to them.

One agent reported that on the day following the exhibition of the pictures at his station he heard a box car get a severe bump in the yards. Almost simultaneously with the rebound of the car, he said, the yardmaster came out of his office and shouted: "Hey, if you had been up to see the pictures last night you would have had a lesson as to what this kind of switching does."

How the Pictures Were Made

The pictures of damage to freight were ten months in the making.

One side and the roof of a box car were removed, so that the pictures would show clearly what was inside the car. Freight which had been unclaimed or had gone astray was collected, placed in this car and bulkheaded in the usual manner. A heavy wire screen of large mesh was placed over the open side of the car to keep the freight from falling out. Loaded coal cars were run on an empty switch track, and their brakes were set, so that they would act as a bumper for the test car as the pictures were being made. A switch engine then bumped the loaded box car into this string of coal cars at gradually increasing rates of speed, from three up to twenty miles an hour. A stop-watch which was started as the loaded car passed over a torpedo 132 feet from the string of coal cars enabled the men to determine the speed of the car at the time of the impact. In order to record the degree of impact shock at different rates of speed, a device that registers every jar was placed in the loaded box car. This instrument marked its record on a continuous roll of paper that is ruled off into four zones: safe, rough, violent and destructive.

The pictures show the test car moving down the track toward the string of coal cars, then the bump and the resulting shifting of the freight on the inside of the car. A close-up of the shock recorded shows the severity of the jar, then a close-up of the shifted freight shows the damage that was done. As the speed is increased, the pictures show clearly a corresponding increase in the damage done to the freight, until a high rate of speed causes such a jolt that the freight demolishes the braces and is seriously damaged.

Lessons the Pictures Give

Valuable "Do's" and "Don't's" in the handling of freight are illustrated in the pictures. It is shown that a freight hook



E. A. Barton showing the pictures

often causes a leak that spoils all the goods in a carton, and common negligencies on the part of employes that result in freight claims are illustrated. Graphs and pictures show realistically how a little damage at one point and a little more at other points accumulate until a staggering claim is presented when the goods are finally delivered to the consignee.

The Illinois Central also has motion pictures made expressly to educate the farmers in the communities along our lines in modern and scientific methods of farming. Poultry raising, dairying, soil treatment, packing produce for shipment and many other phases of farming are included. Agents of the development bureau exhibit these pictures at meetings, and they are proving very popular.

A motion picture on fuel economy teaches firemen the most economical methods of firing and stoking. J. W. Dodge and O. L. Lindrew exhibit these pictures in connection with their talks to the employes at various points on the system, and it is their belief that these pictures are gaining results in a greater saving of fuel.

Napoleon finally went to pieces through the failure of his one-man-power philosophy. He knew how to select great generals but he did not make them part of himself. He was too selfish to produce close co-operation. He held men at arm's length and tried to run everything by his colossal will power instead of by scientific co-operation.—MARDEN.

What Patrons Say of Our Service

Says Extra Service Saved a Life

Dr. D. D. Martin of Seward, Ill., recently wrote as follows to Superintendent J. F. Dignan of the Wisconsin division:

"The cold iron, glass and steel of rails and train, coupled with the annoying smoke, noise and smell, represent the average person's impression of a railroad. It is very seldom any of these people consider that these rails, powerful engines and cars are but instruments in the hands of men, used to convey the multitudes' wants and provide the necessary requirements of society *en masse*. Perhaps this is because people seldom think in terms of hundreds. Their imaginations are limited to articles of smaller dimensions and entirely too often, when in terms of persons, to the first person singular, alone.

"Occasionally, however, they are made to think how intimately they are related to those huge masses of iron.

"That has recently happened in our town. I believe I am speaking the people's voice at large in our community when I tell you I have now a warmer feeling toward the Illinois Central than I have ever experienced before.

"On March 14 of this year, by your permission, one of your through passenger trains stopped at a road crossing one mile west of the station to take on a passenger who was critically ill. She had but four days before become a mother and was at the time suffering from complications that jeopardized her life. She was conveyed to Freeport, Ill., and safely to a hospital. For seven days after that it appeared she could not live, but now she is slowly climbing back to health and strength.

"You did not know this mother; you have not seen the innocent babe you saved from orphanage—your orders were cold when executed, but they meant the saving of a human life, of a mother's life. Believe me, my dear sir, you are directly responsible for this, and we are grateful to you for the human touch you gave to the cold iron, glass and steel.

"Seems as if Bobby Burns was right, after all, when he said:

"'One little touch of nature
Makes the whole world kin.'

"You surely placed a wreath of the rarest roses over the memory of your road in the minds of the people here."

The Best Service He Finds

M. T. Healy, representing Andrew Cowan & Company, Inc., 421-423 West

Main Street, Louisville, Ky., recently wrote as follows to Superintendent C. R. Young of the Tennessee division:

"While on a trip from Fulton, Ky., to Dyersburg, Tenn., the writer's gladstone bag was taken from a train at Newbern, Tenn., by a person who had lost his bag; thinking mine was left in its place, he took it.

"I am writing this letter to ask you to thank, through your office, Mr. Walker, one of your agents at Dyersburg, and H. R. Paschal, Newbern, Tenn., another one of your agents. These gentlemen, through their prompt and courteous action, located the person who had taken my bag and held it for me at Newbern, until I could get there to get it.

"In making my territory, I use nine different railroads, but on none of them do I find the train crews as courteous and considerate of the passengers' comfort as on the Illinois Central Railroad."

Business Men Like Co-operation

The Business Men's Association of Odin, Ill., through its secretary, Paul R. Rippey, recently wrote as follows to L. E. Andrews, our agent at Odin:

"It has just been brought to the attention of the Odin Business Men's Association that during the coming summer you contemplate a number of improvements that will lend considerable to the appearance of your property through Odin and in the immediate vicinity of the station.

"We wish to say to you that this improvement is highly appreciated and desire to say that we are more than pleased to have this favor shown our village.

"The attitude shown by your railroad in going over this contemplated change with the village authorities has demonstrated the splendid spirit of co-operation which will, without doubt, lead to a continuation of the friendly feeling we hold toward the Illinois Central Railroad Company."

Appreciates Value of Teamwork

Percy George Cross, Bible evangelist, Charleston, W. Va., recently wrote as follows to President C. H. Markham:

"Just a letter of good will from a preacher of righteousness to a president of a railroad! As a student of law and achievement, allow me to congratulate you upon the evident good work that you have done and are doing.

"Our trails have crossed but not conflicted! I have preached at Clarksville,

Tenn., Deming and Lordsburg, N. M., in 'my wanderings off' and know somewhat of the obstacles that you have overcome.

"My hearty good wish is for you that you may somehow get the spirit of teamwork into your road yet more, the kind of teamwork that impels to make a railroader say 'our road'! As an ex-locomotive fireman, I know somewhat the meaning of all this, and as a student I know the aching need of just this in the railway world. You seem to have gone further in this matter in your efforts than the majority of executives. That's to your credit!

"And amid it all, remember Matt. 6:33 and 2 Tim. 2:15, and you win then.

"R. V. Byrn, agent-operator, first-trick man, I guess, at this station of Mayfield, Ky., has been mighty nice to the writer in looking up routes and securing reservations. He delivered the goods, and that's what a road is built to do!"

Service Exactly as Advertised

C. L. Cole, The Dixieland Inn, Detroit, Mich., recently wrote as follows to President C. H. Markham:

"My wife and I recently arrived in Detroit from Tulsa, Okla.

"While in the Union Station, St. Louis, my wife left her fur neckpiece in the Fred Harvey Cafe.

"We left St. Louis over your road at 9 o'clock Tuesday morning, March 27, last, and about an hour out of St. Louis, en route to Chicago, we missed the fur. I reported the matter to your conductor, who wired back to the baggage agent at the next stop. This morning the fur was turned over to us at the Michigan Central station here in Detroit.

"In this connection I believe it my duty to express my sincere thanks and appreciation not only for the promptness with which the fur was returned but also for the courtesy and kindness extended us by your conductor and your baggage agent at Chicago.

"You certainly have lived up to the reputation for which you advertise your road, and it is a pleasure to travel via the Illinois Central.

"Mrs. Cole and I desire to thank you very kindly for the courtesy and service and hope you will extend our thanks along the line to all concerned."

Compliments Our Local Trains

E. E. Rice of Latham, Ill., which is on the Peoria district of the Indiana division, recently wrote as follows to President C. H. Markham:

"Being a frequent patron of your passenger trains, I cannot refrain from commend-

ing the delightful, neat, clean, sanitary condition of the passenger equipment on this division. As you know, we are not fortunate enough to have other than local trains, but I must say the quality of these is unsurpassed by any railroad, to my knowledge."

Returned Overcoat to Educator

J. N. Powers, chancellor of the University of Mississippi, University Postoffice, Miss., recently wrote as follows to George Royan, special agent, New Orleans:

"Permit me to express my very warm appreciation of your courtesy in returning my overcoat, which I left on train No. 3, Sunday, March 4. I really never expected to see this coat again, and its return is another evidence of the efficiency of your splendid railway system."

Calls Our Service Unequaled

L. E. Foster, secretary of the Hopkinsville, Ky., Chamber of Commerce, recently wrote as follows to C. L. Wadlington, our agent at Hopkinsville:

"Before I begin on the many duties that await me after almost a week's absence from the city, I want to take this opportunity of expressing again my personal gratitude, as well as that of the Hopkinsville Chamber of Commerce, for the most excellent service you rendered us through the Illinois Central Railroad on our booster trip to Louisville. It has been my pleasure to be on many booster trips of this character, and I want to say in all sincerity that the equipment and the service rendered on this trip have never been not only excelled but equaled in my opinion.

"Realizing that you had most to do in the arrangements, I want to recognize your service; also that of Mr. Fowler and the Illinois Central Railroad officials in general. Please accept for yourself and extend to them this expression of appreciation."

Pleased With Good Dining Service

J. P. Seiberling of the Seiberling Rubber Company, 1627 South Michigan Avenue, Chicago, recently wrote as follows to C. B. Dugan, superintendent of dining service:

"Recently my wife and I returned from Florida and had the pleasure of dining in one of your restaurant cars, of which a Mr. Reichard was steward.

"The service was so prompt and the waiters so attentive and courteous that our meals in the restaurant cars were exceedingly pleasant.

"Too often the public is served splendidly and satisfactorily and little recognition is made of it.

"I feel, however, that praise should be

given where praise is due, and even though I thanked Mr. Reichard for his service, I hope that bringing the matter to your attention will encourage the continuance of such service, and besides I want to assure you of my appreciation."

Where Special Service Can Be Found

Harry Goldman of Goldman & Viele, Inc., 201-203 West Court Avenue, Des Moines, Iowa, recently wrote as follows to W. H. Brill, general passenger agent at New Orleans:

"I would like to thank you for the way you have taken care of reservations for my family, now in Miami, Fla.; in regard to the spring and mattress. I know that when you ask a favor of the Illinois Central Railroad, regardless of what department it is, if it is within their bounds there is no question in my mind but what it would be granted, and I am just taking this opportunity of thanking you."

Saw Possibilities of the Delta

Louis L. Emmerson, secretary of state, Springfield, Ill., recently wrote as follows to President C. H. Markham:

"In company with W. M. Weidenhamer, general superintendent, Chicago, Milwaukee & St. Paul, Major John MacQueen of the West Chicago Stock Yards and James McCredie of Aurora, I have just returned from a little trip down to Honduras, the party going via New Orleans.

"From the time we left Chicago on the Illinois Central until our arrival in New Orleans, and during our stay there, we were treated most courteously and kindly by all of the officials of the Illinois Central Railroad. Of course, I understand that these favors came about because of the presence of Mr. Weidenhamer—a fellow officer—but as all of our party were recipients of these many kindnesses, I want to express our appreciation of them.

"I had gone to New Orleans many times over the Illinois Central, but had never had opportunity to make the trip via the Yazoo & Mississippi Valley. I happened to mention this fact to Colonel A. H. Egan, superintendent of the Yazoo & Mississippi Valley; so he made arrangements for us to make the trip on our return and met us in New Orleans with his office car. We made the trip to Vicksburg the first afternoon and on the following morning viewed the scenes of the siege of Vicksburg, leaving at noon, and, after a wonderful afternoon through the Mississippi Delta, reached Memphis in time to catch the Panama Limited for Chicago. The Delta is certainly a wonderful country, and its opportunities, it seems to me, are marvelous.

"I have written this rather lengthy letter to express to you personally my appreciation of the courtesies of Mr. Egan and the other officials of the Illinois Central and Yazoo & Mississippi Valley. It is not surprising that these railroads are so popular with the traveling public when officered by the class of men we were privileged to meet."

Had an Enjoyable Convention Trip

C. A. Comstock, Chicago, chairman of the transportation committee of the Chicago Laundrymen's Club, recently wrote to President C. H. Markham as follows:

"The writer has just returned from a trip to Decatur, Ill., attending the Illinois State Laundrymen's convention.

"The trip was made under the auspices of the Chicago Laundrymen's Club over your railway system—this arrangement having been made through A. U. Sawbridge, city passenger agent.

"This letter is simply to advise you that the service rendered was everything that could be expected. The equipment furnished—that is, two solid steel Pullmans, as well as one solid steel diner—with the co-operation of the members of the party, could not be improved upon.

"The attention given us individually by Mr. Sawbridge was wonderful. This gentleman certainly must be a great asset to the Illinois Central Railroad Company. He is a man who makes friends easily.

"In reference to your dining car service, the writer cannot refrain from paying a compliment to C. B. Dugan, superintendent of dining service. The writer has had the privilege in years past to make similar trips, but has never in all his experience in riding over the country on different railroads seen a dining car that was so beautifully decorated or set as the one on our recent trip to Decatur. There was nothing lacking.

"The dining service inspector, Mr. Cas-sel, was there, and he gave us his personal attention; the waiters and the meal in itself were wonderful. There was not a kick. Everyone handed out the highest praise to the Illinois Central Railroad.

"There was only one regrettable feature of the trip, and that was that we did not have as many as we anticipated. We had forty-five going down and thirty-three coming back. The trip back last night, coming by way of Champaign, hooking our cars on the regular train coming from the south, was also splendid.

"The writer, through your Decatur representative, got in touch with Mr. Dugan yesterday and advised him that we would have thirty-one in our party returning and

that when they arrived in Champaign they would be hungry. The arrangement Mr. Dugan made to take care of our party on the diner could not be improved upon. The service was splendid, the meals splendid, and there was nothing lacking.

"In conclusion the writer desires to say that you are operating a real railroad. We want to thank you and your attaches, especially those who assisted us on this trip, for the wonderful service.

"The position the writer was placed in as chairman of the transportation committee, of course, was one that can be criticized. The writer is happy to say, however, that he received a great deal of praise, as he was thoughtful enough to arrange our trip to Decatur over the Illinois Central Railroad.

"Rest assured if an opportunity ever arises in the future where through the writer's influence he can be instrumental in influencing a trip over your railroad, he will be very pleased to do so."

Restored \$300 Passenger Had Lost

W. E. Whaley, conductor of train No. 208, recently wrote as follows to W. Atwill, then superintendent of the St. Louis division:

"This morning my porter, George Nelson, found five \$20 bills in the aisle of sleeping car Oporto, and a few minutes later Sleeping Car Porter C. LaBraven found two \$100 bills on the floor near where the other money was found.

"The porters brought this money to me at or near Coulterville and left it with me. Leaving Belleville, I went to the sleeping cars to collect my checks. In section No. 9, I found a woman very nervous. On my inquiry as to what was the matter, she informed me that she had lost \$300. I inquired as to the denominations of the money and she described the money to me and also described how she came to lose it. I returned the \$300 to the owner, and she gave me \$10, \$5 for each of the porters, account of their being honest."

Conductor's Daughter Is Able Musician

Conductor and Mrs. John Trott, Mattoon, Ill., have an only daughter, Miss Eunice, who has shown much ability as a musician. She received her early training in elementary work in the Mattoon grade schools, after which she entered Millikin University at Decatur, Ill., from which she was graduated in 1920. She studied voice and piano at the Conservatory of Music at the same place. In 1921 she entered the Cincinnati Conservatory of Music for a special course in the study of public school music, as well as the study of piano and voice. In June of the present year she will be graduated in the study of public school music, when she will be qualified to take a position as supervisor of music in the public schools.

Miss Trott is a member of Mattoon's leading musical club, the Treble Clef. This club prepares its program for the year at the beginning of the season, assigning to each member numbers to be given on certain dates, and Miss Trott has made it a point to return to Mattoon to give her numbers whenever they were due.

At a recent meeting of the club, Miss Trott gave the members a surprise when she volunteered to render a vocal number which the one to whom it was assigned was unable to give at the specified time. The song, "Care Nome," a difficult one, could be attempted only by one who had had training and much study, and Miss Trott proved to those present that her vocal

qualifications are keeping pace with her reputation as a pianist. Miss Trott had not been heard as a vocalist before in Mattoon, although she had many times appeared in piano numbers.



Miss Eunice Trott

Hospital Department

To Kill Flies, Destroy Breeding Places

THERE are two kinds of evils in this world, the little ones and the big ones. Between the two, the little ones are the more dangerous because of their multiplicity. The biggest and most dangerous of the little evils is that common pest, the fly, the most efficient existing carrier of disease.

This being the joyous springtime and the sun beginning to spread his warmth more generously over the budding earth, the fly seizes the opportunity to multiply himself many-fold.

Just how "many-fold" he can multiply is pertinent and interesting. One careful investigator made the statement that millions of flies are produced from one female. To go into it a little deeper, if there are allowed 2,820 flies to the ounce, the total product of a single fly in forty days would be 810 pounds—which is going some.

This is the proper and logical time to suppress the fly, for by starting now it is possible to cut down those 810 pounds considerably.

The Fly a Carrier of Disease

But why all this dissertation on the humble, insignificant fly? Why not talk about something big and worth while? Because that same fly is the most dangerous carrier of disease and sickness which we have. Because that same fly can carry small-pox from Mrs. Jones' house right over to Mrs. Brown's house, fully eight or ten blocks away. Because that same fly can carry



Larvae of house fly



*Eggs of house fly,
much enlarged*

typhoid fever from Wilkins' house to your wife and children, seated at a nicely spread table and eating a good meal.

There are fifteen or twenty dangerous disease which have been proved as spread by the fly; therefore, let's get rid of these pests and disease carriers.

Several ways have been suggested to get rid of flies, and campaigns for "swatting the fly" have been carried on for several years; screening has been practiced; fly paper has been used, and poisons as well; but the real method of getting rid of the fly is to go after his breeding place. To do this we must know where to look for the breeding places and what to do when we find them.

The life of the fly has four stages: first, the fly-blow (egg); second, the maggot (larva); third, the grub (pupa); fourth, the full-grown fly (imago). The time consumed in these changes is about ten days, hot weather lessening this time and cold weather increasing it.

Flies seek warmth and moisture; therefore, manure piles, garbage and refuse heaps, decaying paper or rags—in fact, any kind of filth—is just what a fly most likes.

Must Destroy Breeding Places

Now, knowing where the fly gets his start, the problem becomes simplified; in fact, it is reduced to one simple rule—destroy the breeding place. The carrying out of this rule is not so easy; yet, with the spread of this knowledge, from year to year persons are going to destroy breeding places, and the lessening in the number of flies will be noticeable.

The law says that a person who creates or maintains a nuisance is indictable under the common law. It has been decided in high court that a fly-breeding manure pile is a nuisance. Therefore, persons who fail to clean up their manure piles, refuse heaps, etc., can be held subject to the terms of the law. It has been found, however,

that when such a person is informed of the trouble he is making for humanity at large by maintaining a fly-breeding place, such a person is usually willing and anxious to do everything in his power to abate the nuisance.

It is only by education of the public in general on such matters that amelioration of such conditions can be brought about, and state boards of health are busy printing information for the general public, to the very desirable end that the co-operation of the public may be obtained.

How Diseases Are Transmitted

Many questions are asked as to just how the fly carries the poison of disease. It may not be amiss to explain that the "germs" are carried on the body or legs of the fly, swallowed and ejected as saliva or as dejecta, the latter commonly known as the "fly specks." This deposit may take place on the clean dish set out for the reception of good food, or it may be directly upon the surface of the food, reaching, in any event, the interior of man and there producing the disease.

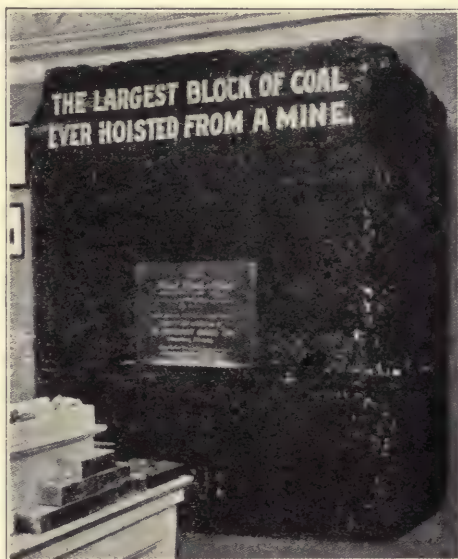
The government, which has made many experiments on the killing of larvæ in manure piles, has reached the conclusion that a borax solution in a proportion of one pound of borax to ten gallons of water sprinkled on eight bushels of manure will destroy 95 per cent of the fly larvæ. It is to be noted, however, that this solution has no effect on mature flies. Paris green and hellebore have also been used.

Screening to exclude flies should be universally practiced. When this is combined with the use of the screen fly-swatter, the householder may feel reasonably safe. In dealing with the grocer, baker and butcher, one should see to it that products purchased

have been carefully protected from flies. By insisting upon fly protected fruits, vegetables, groceries and meats, the time when all such products will be adequately screened will be hastened.

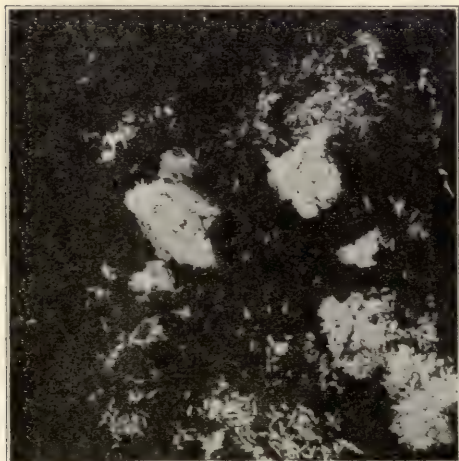
Fly traps and sticky fly paper are both of value in catching adult flies and are to be used, for when you catch a fly which might have gone over to your neighbor's you are rendering a benefit to humanity just as great as that which your neighbor confers on you by also maintaining fly prevention measures.

TRULY A WHOPPER



"The Cyclops of them all" is what A. J. Moorshead, president of the Madison Coal Corporation, calls this old timer exhibited at the St. Louis World's Fair in 1904. It weighed fourteen tons and has a legitimate claim to the title of "biggest lump ever mined." Expert pick miners extracted it from the Divernon mine, near Springfield, Ill., at a spot close to the shaft bottom where office room was needed. The block measured 6 feet by 7 feet by 8 feet 2 inches. The cage was dismantled to get this monster up the 335-foot shaft.—*Coal Age*, March 22, 1923.

The valuable employee to us is the one who goes ahead with his work without being told. He is on the job every minute, doing his work, and wastes no time in useless conversation. He is looking out for our interests—naturally, we take care of his.—
JOHN WANAMAKER.



Eggs of house fly

HOUSE PLANS FOR OUR READERS

Southern Pine

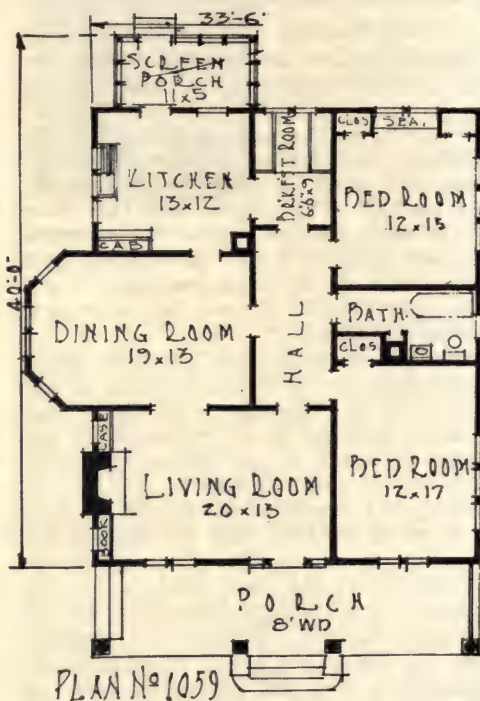
Building a home is one of the most fascinating undertakings in the world. The married couple that has not yet enjoyed the experience of home-planning and building has missed one of life's best blessings. Home-building is both an indoor and an outdoor sport. Spring is its chosen season. The urge is strongest of all when the birds are nesting.

The *Illinois Central Magazine* is strictly allied with the home-builders and home-owners. The editor will be glad to send to any prospective home-builder a book of fifty modern house plans free of charge upon request. These plans have been carefully chosen by the Southern Pine Association of New Orleans and are especially adapted to the requirements of those who are thinking of building a modest cottage or bungalow at relatively small cost. The plans are designed to give the utmost of beauty and convenience without sacrificing the essential factor of economy.

The plan shown this month is one of the fifty. It is a 5-room, modern cottage of charming lines and would be very suitable for a 50-foot lot. It has two bedrooms, large living and dining rooms, commodious kitchen, breakfast room, bath, inner hall, plenty of closet space—a housewife's delight—and two pleasant porches. The outside lines are colonial in effect. This cottage can be constructed at a reasonable figure.

The American Wholesale Lumber Asso-

ciation has announced that it will be glad to arrange with local retail lumber dealers for co-operation with prospective home-builders or with those who may desire to organize community building and loan associations.



Editorial

SAUCE FOR THE GANDER

A bill was introduced in the latest session of the Minnesota legislature to apply to proprietors of farms certain regulatory restrictions that have hitherto been confined to the sphere of transportation companies. The bill, which has been facetiously characterized as the "full farm crew law," provides that at least one farm hand shall be employed for every forty acres under cultivation and also embodies other stipulations and restrictions. It was sponsored by Representative F. E. Lamers of Dakota County, formerly vice-president of the Minnesota Farm Bureau Federation and a member of the conservative agricultural bloc in the legislature.

A "full train crew bill" was recently defeated by the Minnesota legislature after a rather bitter and stubborn contest. Many representatives from the agricultural districts favored the "full train crew bill," and it was to put the principle of the proposition directly up to them that the farm hand measure was introduced. The matter came dangerously near to going beyond the status of a jest at the very outset.

Contrary to the usual procedure, the bill was read in full when introduced. Representative Frank Starkey, a St. Paul labor leader, "called" the turn on those who had greeted the bill with great hilarity by moving that the rules be suspended and the measure adopted. There is no telling what might have happened if Speaker W. A. Nolan had not ruled that the motion was out of order. The bill was then referred to the committee on agriculture, with the idea of disposing of it by the usual asphyxiation process. Notwithstanding which, a further surprise was in store for the jesters: The agricultural committee presently reported the bill, recommending it for passage. The end is not yet.

The farm crew bill closely parallels the full train crew bill. In addition to the provision for one farm laborer for each forty acres, it requires that a man be employed for milking every six cows or "fraction thereof." It fixes farm wages at the figure paid skilled union labor in the Twin Cities and makes an 8-hour day and a 6-day week compulsory. Determination of the daily wage scale is provided for by averaging the current daily pay of members of the plumbers', carpenters', printers', plasterers' and

bricklayers' unions. Wives, sons and daughters of farmers, who work on the farm, must also receive compensation at the regular wage scale. Other features include bonds by farm hands to guarantee faithful performance of their duties and a compulsory cost-plus system of marketing products of the farm.

The object lesson to farmers, if such a measure should be enacted into law, would be highly instructive. It is just as fair to compel a farmer to employ one farm hand for every forty acres as it is to require a railroad to use certain complements of men in train operation. No one denies the right of the workingman to be protected against injustice. But the public certainly has no right to set the number of men an employer must engage to perform a specific task. Laws founded on selfishness cannot become a permanent part of our industrial code. Neither employer nor employee can make a contribution to the public weal by asking a selfish advantage. When the winds of adversity come, such a structure will fall, and great will be the fall thereof.

THE TOWER MAN

"Over at the interlocking switch tower, where three men work in shifts of eight hours each—Thorp Fitch, Peter Ubben and Fred Fissler—a record of passing trains is kept. At present, over the Illinois Central, an average of twenty-eight trains pass each twenty-four hours, and over the Minneapolis & St. Louis from fifteen to eighteen trains are recorded. The Minneapolis & St. Louis does a heavy business in coal from Illinois and southern Iowa to Minnesota and the Dakotas. The Illinois Central has many fast freight trains carrying packing-house products, fruits, vegetables, and other food shipments. Business generally appears to be good."—*Ackley (Iowa) Journal*.

The tower man has more opportunity for observing the visible movement of traffic volume than most persons connected with the operation of the railroad. He looks out from his glass-walled post upon the pulsing physical arteries that carry the life-blood of the nation. The tower man, it is true, may be concerned only about the duties he performs; he must accurately manipulate proper levers at the right time for safeguarding passing trains; a definite

weight of responsibility rests upon the reliability of his mental processes; human lives and valuable property are preserved from harm through the dependable and efficient functioning of his mind and hands.

Beyond that, the tower man is not called upon to exercise his powers of imagination. Surmise and speculation are not a part of his daily task. An interlocking switch tower is merely one of the mechanical details incident to the maintenance of train schedules and the expeditious dispatch of freight and passenger traffic. The tower's designation will probably be simply AY or BZ or CX or some similar combination of alphabetical symbols and its location remote from intimate human associations and contact. As he keeps his solitary vigil, however, the tower man is afforded opportunities for thinking. If he chooses, the tower man can view the world from a lengthened perspective.

The fact that two score or more trains pass by one certain crossing in twenty-four hours is, in itself, not remarkable. Time was when the sight of a railway train, with its puffing, clanking engine, was a spectacle to arrest attention. But nowadays railroads have overrun and crisscrossed the earth in all directions. Familiarity has engendered indifference.

So, the tower man as he phlegmatically notes the swift-speeding fast mail or limited, or the long line of plodding box-cars and oil-tanks and coal cars that clacket beneath his window, may merely decide that business appears to be good. "The primrose by the river's brim, a yellow primrose is, to him"—and nothing more. Yet there is more—to primrose and passing trains, as well.

Vestibuled trains freighted with mail and express and humanity destined to points far and near. Long strings of freight cars laden with the products of field, factory and mine. Wheat from the Northern plains, lumber from the pine forests of the West and South; fruit and vegetables from the temperate and torrid zones; livestock from the pasture slopes of a domain a thousand miles square; cotton and corn, butter and milk, eggs and meats, coal and potatoes, ironware, woodenware, tin, paper and steel.

All these combine to present a very vivid and definite picture of the gigantic, interwoven, interdependent structure we call national progress. The world calls us great. In a little less than a century and a half, this country has grown from a straggling group of colonial settlements along the Atlantic seaboard to a far-flung opulent empire whose richness surpasses "the glory that was Greece and the grandeur that was Rome." The great statue that holds aloft

the symbolic torch of freedom in the lower bay below Manhattan Island still carries a message to all men. America still remains a land of golden opportunity, the land of the free and home of the brave.

Our culture and our prosperity are due to a certain cause. We have been constructive. Our forefathers built on substantial foundations. Other countries characterize the American people as a nation of money-mad dollar-seekers. That is a base calumny. Americans dream dreams and see visions, and their dreams materialize into wondrous realities.

Not the least of the splendid achievements of American captains of industry has been the transportation system which has made our progress and prosperity possible. The railroads have been a tremendous factor in this marvelous tale of our history. The railroads have perhaps contributed most of all toward this thing we call civilization. Without them we would be a nation of primitives dwelling in isolated settlements, our resources undeveloped, our rich heritage untouched.

FACTS FOR FARMERS

A public demand for considerable reductions in railway freight rates continues with more or less clamor. In some quarters this demand is insistent, inspired by the insincere mouthings of demagogic political aspirants. It is noteworthy that the stock phrase "high freight rates" is heard less frequently in sections where no self-appointed, office-seeking champion of the people's rights is in evidence. In too many instances the public, without taking pains to ascertain the true conditions which modify or govern the transportation utility, forms hasty and ill-advised conclusions. The actual lack of intelligent understanding by the public of the fundamental facts of the transportation industry is appalling.

There is no reasonable excuse for such a state of affairs. The railroads are a public utility; all the processes of their operation and maintenance are subject to public scrutiny and investigation; their earnings, expenditures—in short, every detail of their business is under the strictest of regulatory supervision and direction. It is indefensible that the public which takes upon itself the responsibility of such supervisory regulation should not be broadly and wisely informed with regard to all the essential interrelated facts which have to do with transportation.

A widespread misconception prevails that freight rates are now at the highest level ever known and that any decline in schedules will come only after organized and bitter opposition from the carriers to drastic

coercive measures enacted into law. As a matter of actuality, the railroads themselves have, within the past few years, inaugurated voluntary reductions in rates on practically all of the so-called basic commodities. The farmers especially have been benefited by these concessions by the carriers. Yet there are many farmers who apparently are not aware that such concessions have been made.

The last great advance in freight rates became effective on August 26, 1920, after exhaustive hearings and deliberations conducted by the Interstate Commerce Commission, and ranged from 25 to 40 per cent increase on all commodities according to territorial classifications.

Certain grain rates to Gulf ports for export to European and other foreign countries were reduced in August and September, 1921. These reductions were as much as 27½ per cent in some instances, depending on point of origin. Export grain rates were further reduced and revised on January 1, 1922, and proportional adjustments have been made since that date. A comparison of export grain rates of August, 1920, and April, 1923, will show actual reductions which benefit the grower and shipper. These show:

	From Missouri River	From St. Louis	From Other Points
Wheat			
1920 .....	.30	.23½	.20 to .31
1923 .....	.31½	.18	.15 to .22½
Corn			
1920 .....	.39	.23½	.20 to .31
1923 .....	.30	.18	.15 to .22½

Voluntary reductions of rates on all products of farm, orchard and range were put into effect by the railroads on January 1, 1922. These new rates were to continue during the first six months of that year. They were later made permanent by ruling of the commission, effective from and after July 1, 1922, which was the date of expiration of the 6-month period.

Early in 1921, transcontinental roads made voluntary reductions of freight rates on lumber from the Pacific coast, in March and April, to be exact. September 8, 1921, lumber tariffs from Southwestern points also were reduced. Rates on hardwood lumber from the Southern Mississippi Valley were reduced after a hearing before the commission, but, while the Illinois Central System had favored certain adjustments for the benefit of shippers, it would not be fair to say that these specific reductions were voluntary. The recommendation of the commission applied only to rates on hardwood lumber from Southern points, but the Illinois Central System voluntarily made the same applicable to rates on pine lumber as well, effective March 13, 1922.

The Illinois Central System likewise took

the initiative in voluntarily reducing freight rates on agricultural limestone carried between points within Illinois. This reduction, amounting to 17 per cent of the existing rate, became effective September 21, 1921.

Average freight receipts for all Class I railroads, for each ton of freight transported one mile in 1922, amounted to 1.176 cents. This was about 8 per cent less than the average ton-mile rate in 1921. The saving to shippers from this reduction was something like \$336,000,000—that is, if the ported one mile, in 1922 amounted to 1.176 traffic of 1922 had been carried at the average rate of 1921, the cost to shippers would have been \$336,000,000 greater. Since the farmers received more than an 8 per cent reduction, the minimum for agricultural products being 10 per cent, their benefits were appreciably greater than any other class of shipper.

Figures prepared by the Northwestern National Bank of Minneapolis show enlightening comparisons between certain commodity rates and prices up to the beginning of this year. For wheat this statement shows that the price at Minneapolis in January, 1923, of \$1.24½ per bushel was 48 per cent above the January, 1913, price, while the average freight rate was only 45 per cent higher than in 1913. On beef cattle, the price of \$6.75 per hundredweight was 50 cents under the 1913 price, while freight rates were 12½ cents per hundredweight higher. On lambs, the price of \$14.25 was 90 per cent higher than in 1913, with an increase in freight rate of only 14½ cents a hundred pounds. On hogs there was an advance in price of \$1.09 per hundred pounds, while freight rates were only 15 cents per hundred pounds higher.

It would appear, therefore, in the light of sensible and fair-minded comparisons, that any urgent demand for freight rate reductions at present on the basis of prices for farm products is the result of faulty reasoning.

THE VALUE OF A DOLLAR

There are three ways in which to find the value of a dollar; one is to find out what you have to give in order to get a dollar; the second is to find out what you can get for a dollar; the third is to save it and see what you can do without and still keep the dollar.—*Exchange*.

If you start out in life with the sole idea of making money, you will fail. But if you make up your mind to give better service to the world than anybody else is giving, you will succeed. You can't help it.—E. J. SWEENEY.

PUBLIC OPINION



What the

World Thinks

LET THE RAILROADS ALONE

From the standpoint of the layman who has had an opportunity to observe at close range the problems of running the railroads, he would be almost willing to grant that the railway executives have proved themselves to be supermen in what they have accomplished since the roads were turned back to them by the government. The task confronting them on March, 1, 1920, was simply staggering. Physically and financially the roads were almost a wreck. Their rolling stock was in such battered condition that it was with difficulty that it hauled the grain crop of that year, and their finances were so shot to pieces that it did not seem possible they could obtain the money for the reconstruction necessary. But *The Commercial* pointed out at the time that the American railway operators who had performed such miracles in France during the war were back on the job in their own country ready to perform more miracles, and that is just about what they have done. In France, however, they were allowed to go where they pleased and do what they pleased, and expense was no object. At home, they have been treated as if they were in an enemy country and have had to fight every inch of the way as if they were seeking to devastate the territory instead of trying to build it up. These men, in these three intervening years, have been working just as patriotically for the preservation and welfare of their country as they did while in France building railroads to move and supply our armies.

Beyond the mere question of providing improved transportation, the industrial benefit which has come to the country at large is tremendous. Three years ago *The Commercial* insisted that, regardless of where the money was to come from, or whether the roads should remain under private ownership or otherwise, they would have to be put in condition to meet the needs of the country. The richest nation in the world could not stand by and watch its transportation system fall to pieces, all of which has been borne out. During 1922 the roads expended \$440,000,000 for new cars, locomotives and trackage. Approximately 70 per cent, or some \$300,000,000, of this was distributed in wages, increasing the buying power of the industrial workers by just that much. The entire sum has been put in circulation and has, therefore, formed

the basis of a considerable portion of our prosperity, for that sum has been turned over and over and it is impossible to estimate what its ultimate buying power has been. But, in addition to this, the railway executives have appropriated \$1,100,000,000 to be expended along the same lines as rapidly as the work can be done and the financing can be arranged.

Picture the reverse of this if the Brookharts and the La Follettes have their way. These hundreds of millions of dollars of required capital will be unobtainable, for capital cannot be induced to enter where there is doubt, not only of adequate return but of its own return. There would be no such expenditures. The roads would limp along as best they could with the rolling stock they now have. There would be no provision for expanding business of the country, and it would not be necessary, because business would cease to expand. Take \$440,000,000 out of the steel industry, with all its ramifications from obtaining the ore to the completed cars and locomotives, and our basic industry would sustain a serious blow. Take that same sum out of circulation, as it might be turned over and over, and it would mark the difference between boom times and depression, between prosperity and stagnation. If the railroads can be let alone by a demagogic Congress, and by power-intoxicated labor leaders, they will prosper and the country will prosper. Their interests are so interwoven that they cannot be told apart, and the sooner this is realized the better it will be.—*New York Commercial*.

HELPING THE FARMER

The officers of the Illinois Central Railroad are doing a wonderfully helpful service to the farmers along their lines, a service that is being appreciated not only by the farmers that are the beneficiaries, but by the business interests who reap a corresponding benefit in the added revenue produced by the better methods of farming advocated by the officials of the road.

The ad in last week's *Sentinel* told in detail of the work that is being done by the industrial department of the road. Experts in the various phases of agriculture are employed by the road, and the services of these men are given without money and without price. In the dairy field the Illinois Central Railroad has supplied expert but-

termakers, paying the salaries of these men for the first year to establish the business, and other like service of co-operation is gladly furnished where the local communities show a disposition to do their share.

Yazoo County could increase its wealth one hundred fold if it were to go into dairying and poultry, two industries for which Yazoo County is particularly well adapted.

Who will start the ball to rolling?—*Yazoo City (Miss.) Sentinel.*

RAILWAY SALARIES

C. H. Markham, president of the Illinois Central, in a letter to the *Des Moines Register*, refers again to the question of salaries paid to railway executives. This question has been discussed frequently, both pro and con. Mr. Markham goes over the ground again patiently and painstakingly, citing figures to show the exact number of executive, general and division officers and their compensation. This analysis discloses that 15,810 officers, during the last six months of 1922, were paid about 12-3 per cent of the operating expenses of the railroads, while nearly 58 per cent of operating expenses was required to pay employees below the grade of division officers. Mr. Markham concedes that a number of railway executives are paid salaries higher than the average, but he contends that these higher salaries are necessary, not alone because such executives carry heavy responsibilities, but because of the incentive they offer to ambitious young men in the railway ranks. If these salaries were to be reduced, he says, thousands of young men who are encouraged to strive for the higher places and the financial rewards that go with them would become discouraged and turn to other occupations. Mr. Markham believes such a policy would be most unwise and hurtful to the railway service.

Mr. Markham's contentions are supported by the list of railway executives and their salaries that the railway antagonists are citing. The antecedents of all these men have been traced, showing that almost without exception they have come up from the lower ranks of railway employment. Mr. Markham himself began his railway career as a section laborer. To recall the prizes that lure aspiring young men to the railway service and that make such large contribution to efficient operation would be disastrous to that service. That is the glory of America: the prizes it offers to the ambitious.

Appropos to this discussion is a news dispatch announcing the appointment of John J. Pelly as general manager of the Illinois Central System, succeeding A. E. Clift. Twenty-two years ago Mr. Pelly was a

country school teacher, and desiring to enter the railway service, he began at the very bottom, as a section hand. If no incentive is to be held out to ambitious men of that type, where are the railway executives of the future to come from?—*Sioux City (Iowa) Journal.*

A REAL RAILROAD

As we watch the shipments daily of twenty-five to thirty carloads of strawberries roll northward from this section, we are thankful that the facilities of such a railroad as the Illinois Central are accessible. Were this not so, it is highly probable that our biggest industry would suffer immeasurably.

Railroads are sharply criticised at times for various and sundry reasons. Like all big corporations, the common carriers come in for censure whenever it is possible for some kicker to get in a good-sized wallop. But after all is said and done—and a recapitulation is made, comparing conditions here with other sections—we think that the farmers and business men of this section of Louisiana should feel under great and lasting obligations to a railroad that is so efficiently and adequately taking care of their most important item, transportation.

Freight rates still remain high, gradually assuming pre-war normalcy. As the *Vindicator* stated three years ago—and we are glad to observe that the suggestion was evidently approved—freight rates can never be reduced by continued heckling of railroads. We realize that we are a mere spot on a great system of railroad extending from the Great Lakes to the Gulf, and, no matter what views we take, we are better off by assuming a co-operative spirit and assisting in every way the railroad to regain its great handicap resulting from the war period.

Tangipahoa Parish owes much to the Illinois Central Railroad. Our visitors from Tennessee, here to buy berries this season, declare that the strawberry industry of the Volunteer State could not thrive without the assistance of the Illinois Central. So it is in Louisiana, at least this part of the state. Other sections would delight in engaging in berry culture, but lack railway facilities. We do not appreciate that fact because we have never been face to face with it. The Illinois Central has always maintained superior service and expects a reasonable return for that service. It should get it without a kick.

Where would the strawberry industry be today without the double-track system of the Illinois Central? With thirty and thirty-five cars of fruit rolling northward daily, it is out of the question to say that

a single-track railroad could take care of such an industry in conjunction with its other business. Yet the old Eye See rarely misses a schedule with its excellent trains, and our fruit arrives in the great markets of the country in the very pink of condition.

The Illinois Central has been an important and potential factor in the upbuilding of Hammond and Tangipahoa Parish. And it has just started its efforts. Within ten years from now we can look back and recount a wonderful development as the result of co-operation.

Heckling the railroads, tantalizing them without just cause, comes of bad grace and is distinctly averse to the general trend of current events—that of “service above self”; “he profits most who serves best.” These are slogans of the Rotary Club, and they are applicable to what the Illinois Central is doing for this territory.—*Hammond (La.) Vindicator*.

RAILROADS AND THE PUBLIC

The great railway systems of this country have long recognized the value of friendly and supporting public opinion. This recognition has been even more marked since the government returned the railroads to their owners in 1920, and has prompted effort on the part of certain great railroads to enlist public opinion as an aid to development. The effort of the Illinois Central System along this line is especially notable, since it has been devoted to the presentation of facts that were designed to give the public intimate understanding of the purposes, plans and problems of railroads in general and their own servant system in particular.

The results of the Illinois Central's campaign have been equally notable. An exhibit of these is made in a finely printed booklet bearing the title “Public Relations,” and the methods employed in the campaign are revealed. The dominating purpose back of the work is outlined in one of the opening paragraphs in the booklet's editorial foreword:

The railroads cannot expand their facilities to meet the growing needs of a rapidly developing country unless they receive constructive treatment. However, the demand for constructive treatment must come from the public. Public opinion, that force which controls the destiny of the nation, must be crystallized into a desire that the railroads be permitted to earn a return that will enable them to give the full measure of service to the public.

And a closing paragraph says:

The sole purpose of the Illinois Central System's public relations effort has been to promote a closer and better relationship among the patrons, the employees and the management of the railroad by giving the patrons and the employees the facts in regard to any question in which the management believes they will be interested. This threefold relationship has never been upon a firmer basis than it is today.

Just how this was accomplished is shown

in the pages that follow. The thirty-one newspaper advertisements which were published by the system between September 1, 1920, and March 1, 1923, are reproduced. These afforded the reading public an insight into the workings of the railroad's business, gave the public, in fact, a close-up look at the company's books. One of the most informative advertisements was entitled “Illinois Central System Dollar: Where It Comes From and Where It Goes.” More than half of the booklet is devoted to reproductions of editorial comment from leading American newspapers on the public relations work of the railroad.

The work of the Illinois Central is thus shown to be exemplary, constructive and finely resultful. *The Journal* has commented before on this campaign, taking occasion to say that all great public-serving corporations would do well to emulate the example. In this connection credit has been given to the public utility corporations in Dallas or with headquarters in this city, and to the Texas & Pacific and Santa Fe railroads, for an intelligent use of advertising space as a means of establishing closer and more friendly relations with the people. In the near future such means will be generally employed, *The Journal* believes, because the fine results scored by the pioneers in this work will prove convincing.—*Dallas (Texas) Journal*.

ALL THEORY, NO FACTS

There is this for the people to keep in mind with reference to the hue and cry for government ownership of railroads:

Its proponents have nothing but theory to offer in support of their wild claims. It has failed every time it has been tried. If the proof of the pudding is in the eating, then as a practical proposition, government ownership or operation of railroads demonstrates its own futility.

Even public regulation of railroads, however sound in principle it may be, has yet to prove the highest success of its application. It is still on trial. And we should remember that regulation is not so large and difficult a task as ownership and operation.

It seems strange that even the ultra-radicals who are preaching this doctrine of state socialism would have the hardihood to attempt it in this country in face of the fact that our railroads privately owned and operated have so far surpassed the railroads of any other country, both in point of service and rates for the patron, as to leave no real basis of comparison. This is a fact, too, that our railroads achieved their greatest progress, did their largest building in an era before rigid government reg-

ulation. We are not opposing regulation. It is sound in principle. We are opposing the wrong application of the principle. Regulation, first, must be confined to the federal government. It must be unit and not multiple regulation. This agitation for a return to regulation of interstate lines by states as well as the federal government is thoroughly wrong and, we believe, is not proposed in good faith. How can any intelligent man believe in such a proposition? Why, then, do supposedly intelligent men propose it? In our judgment, because they are interested only in wrecking the present system of privately owned railroads and for the purpose of forcing confiscation, then government ownership. They know this would facilitate that disaster.

It will not do to let this un-American agitation go on unanswered. In face of results already achieved by communism, it is not safe to rest upon our laurels and assume that the concrete intelligence of Americans will somehow save the day. There is, in our judgment, just one thing that will save the day, and that is proper education of the masses as to the facts regarding public ownership and this systematic propaganda to bring it about. Get the truth to the people, then trust them, but not before. "Know the truth and the truth will make you free." We have no faith in the philosophy which leaves to luck such matters as these.—*Public Service Magazine, Chicago.*

ONE POINT TO CONSIDER

When the railroads are making a good profit we think of it as going to the officials of the roads, bankers and maybe a few others. The bulk of the earnings, however, goes to the hundreds of thousands of people, including many farmers, who own railway stocks and bonds. These people invest their savings in such securities in the hope of a good return with reasonable safety.

If the railroads are to meet the transportation needs of the country they must have new capital to develop their properties. This need is constant. Where is it to come from? In an address the other day a railway official said: "They cannot get it from a banker or a group of bankers. They must get it from people like yourselves who have money to invest. You are not going to invest your savings in a business that does not pay a reasonable return on your investment. There are too many other attractive investments, with no more risk involved."

If railway stocks and bonds don't pay, nobody is going to put money into them. So if we fail to permit the roads to make money, they must fail in their efforts to borrow money; and if they can't get new

capital from those who have money to invest, they can't continue to give the service needed by growing industries.

That seems clear enough. We mention it simply as one point that should be borne in mind in considering the railway problem.—*Daily Drovers Journal, Chicago.*

IF IT QUILTS

In an editorial the other day we made this statement: "If we fail to permit the railroads to make money, they must fail in their efforts to borrow money; and if they can't get new capital from those who have money to invest, they can't continue to give the service needed by growing industries."

The truth of that statement seems to be borne out by what is happening in the case of the Chicago, Peoria & St. Louis Railroad. Here is a road 230 miles long, entirely within Illinois, and serving thirty-five cities and villages in an agricultural territory having a population of more than 370,000 people. The road is in the hands of a receiver, who has been authorized to sell it for junk if he can't sell it for continued operation.

Look this road up on the map. Suppose your farm was in the vicinity of Palmyra, or Scottsville, or Modesto, in Macoupin County, and imagine how you would feel to lose your rail connection with market. It is a mighty serious proposition.

We don't know all the whys and wherefores, but it is evident that this road has not been making enough money. Possibly competition has been too stiff for it. Perhaps there has been mismanagement. Whatever the case may be, the point for all of us to consider is the seriousness of crippling our railway service.

It is true enough that freight rates are too high. They must come down or farmers' prices must come up. That is imperative. But we must also avoid going so far as to put our entire transportation system in jeopardy.

There are a good many things that we come to take for granted. Railway service is one of them. We appreciate its full value to us only when it fails us.—*Daily Drovers Journal, Chicago.*

SHIPSTEAD IN A HOLE

The Traffic Club of Chicago has at last been able to "get a rise" out of Henrik Shipstead, United States senator-elect from Minnesota. On January 5 the board of governors of the club wrote him calling attention to a report, in the *Chicago Tribune* of January 2, of a statement made by him with respect to freight rates, enclosing the news item referred to and an editorial from the same paper commenting thereon. Mr. Shipstead was asked either to affirm

or deny certain statements attributed to him, which were characterized as false. He made no reply. Last week the board of governors of the club wrote him again (see *Traffic World*, March 17, page 584), calling attention to his failure to reply and again to the misrepresentations in the remarks attributed to him. Now, under date of March 15, he replies as follows:

"I have your letter of March 12 calling my attention to a letter and enclosures of January 2, immediate answer to which was delayed, due to my illness at the time. Since then I find the answer was not made, which was an oversight. I can say for your information, that the newspaper report to which you refer is a garbled misstatement of my views expressed at the City Club in Washington. I have made it a rule not to deny misstatements by newspapers of what I say, but your letter is a courteous inquiry that deserves a reply and therefore I have taken great pleasure in complying with your request."

For a man who has not yet taken his seat in the Senate, Mr. Shipstead is more than prompt in adopting the easy plan of not denying what the newspapers quote him as saying, and in using the alibis of "illness" and "oversight." He says the report was "garbled," but he does not say in what respect. We do not know what the Traffic Club will think, but we should say that, since he regarded the club's query as important and courteous enough to demand a reply, in spite of his policy not to engage in controversies with the newspapers, he might have been courteous enough, on his part, to go into details as to the respects in which the newspaper misquoted him. He must have known that what the club was trying to find out was his ideas about the things he discussed. Merely to say that he was misquoted, without saying in what or to what extent, throws little light on the matter. Rather, his reply tends to confirm the opinion that he was talking about something he knew little about and does not know how to extricate himself.

At any rate, the Traffic Club of Chicago is to be congratulated for smoking him out. As the record stands now, he has said nothing on the subject, for he does not explain what he did say in asserting that he did not say what he was quoted as saying.—*Traffic World*, Chicago.

RAILROADS AND THE PUBLIC

A man well known to the people of Houston, and who has their respect and the respect of all who know him, is president of the Illinois Central Railroad. He is Charles H. Markham.

He is not only a railway man of dem-

onstrated ability of the highest order, but is a man blessed with an abundant supply of that most essential commodity called common sense.

Railroads must necessarily act through agents and managers, and it appears to the people very often that the managers have absorbed or imbibed some of the characteristics of the corporations which they manage.

They have always been too much inclined to hold aloof from the people on whom the roads depend for existence—indeed, by whom they were brought into existence—and talk about what the "railroad" has or has not done, when they are responsible for all the prosperity and adversity, the successes and the failures of the road.

They have, perhaps unintentionally, in large measure eliminated the personal element from the railway problem.

Mr. Markham does not do this. On the contrary, he puts out every month a publication, the matter in which is prepared by him, in which he takes the patrons of his road into his confidence.

He shows how many passengers have been carried, how many ton-miles of freight have been moved, what the receipts and expenses were, and goes into every detail which will inform the patrons of the road about everything they are interested in knowing, and that will bring about a better understanding between them and the road. That is common sense raised to the "n-th" degree.

The average citizen does not know how many employes any railroad has, nor what a passenger car or a locomotive or freight car or cabooses costs.

The public complains of increased freight and passenger tariffs, yet it has no, or at least but little, idea of the great increase in the cost of railway supplies and railway operation.

They ought to be advised upon all these matters, and that is the kind of information Mr. Markham gives the people who have made the Illinois Central Railroad one of the greatest systems in America.

In addition to his monthly publication, Mr. Markham puts advertisements in many papers carrying information of the same tenor as that carried by the magazine.

How his policy is looked upon by the press and commercial and trade journals is shown by the fact that it takes sixty-four pages about six by ten inches in size, in small type, to hold the editorials commending his action.

He does just what those vested with the management of every system of railroads ought to do—go to the people, advise them of all material facts relating to railway

operation, and let them know that the railroad wants their friendship, and do also what Mr. Markham does in the close of every statement he puts forth—invite constructive criticisms and suggestions.

In the conclusion of one of his statements to the patrons of his road, Mr. Markham phrases a thought which is worthy to be considered and acted upon by every railway manager:

"We take the position that we are but the trustees of a great investment which has been made in this agency of transportation, and that we are responsible to the whole public for our stewardship."—*Houston (Texas) Chronicle*.

MUSSOLINI ON CAPITALISM

Premier Mussolini's remarks in welcoming the second congress of international chambers of commerce ought to win some serious consideration in this country, and we especially commend them to those discontented communities of our West whose new leaders are preaching socialistic remedies.

Mussolini was once a socialist and an exile from Italy because of his opinions. But he lived and thought through that phase and it was in passionate conviction of the fallacy of Marxian doctrine that he inspired and organized the movement which saved Italy on the brink of the communist quicksand. Today from the seat of supreme authority, confronting the great dangers and difficulties of reconstruction, he announces his conviction that "a government desiring to uplift its people after a war crisis must give free play to private enterprise and forego any measure of state control or state paternalism."

Yet our own radicals, who call themselves progressives, are unitedly for more state control, more state paternalism. To them anyone who opposes further interference with free private initiative is an enemy of the people and a sinister reactionary. Relief for the farmer, the resumption of prosperity for the farmer, the betterment of labor, depends, according to these mistaken doctrinaires, upon more action by the government. But says Mussolini: "One of the greatest historical experiences, which has unfolded itself under our eyes, clearly demonstrated that all systems of associated economy which avoid free initiative and individual impulse fail more or less pitifully within a short lapse of time."

Experience—that is the key to Italy's wisdom at this time. It ought to be ours. America has accomplished the great progress and distributed prosperity under the regime of freedom. Not merely Italy, not merely Russia, but almost all the nations of

Europe have adopted state socialism in varying forms and degrees. This is a crushing weight upon their progress and restoration. Is the extension of state control going to advance the condition of the American farmer, as urged by his advisers? Is there reason to believe that what has been proved to be bad for Europe is going to be good for America?

Present day progressivism, self-styled, in our country is all for throwing overboard the principles which have energized America in the past. It demands more laws which shackle human freedom. It turns to the state for money, for supervision, for the performance of functions like transportation, mining, banking, warehousing, etc., which, whatever their defects, are better performed as private enterprises than the business of government is performed by politicians.

In a word, the radical progressivism of the farm-labor radicals is headed not forward but back into an old-world system the burden of which is weighing its peoples down under a bureaucratic machinery which is as costly as it is inefficient. If the American people give up their own freedom for such a system of state control they will deserve what they will suffer, not progressive prosperity, but progressive deterioration.

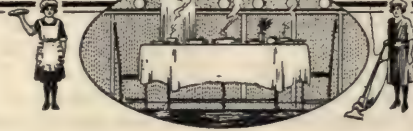
In this country during recent years the propaganda of socialism has spread among all classes until such terms as capitalism and individual liberty have become terms of reproach. But Mussolini, surveying Europe with its vast government machines, its state railroads, its state monopolies, its network of restrictive regulations, its huge army of state employes, declares: "I do not believe that the complex of forces known by the glorious name of capitalism is about to end, as seems to be believed by thinkers of social extremism." Certainly it will not end in America unless we are ready to barter our birthright for a mess of pottage.—*Chicago Tribune*.

COURTESY

Courtesy is the one medium of exchange that is always accepted at par by the people of every country on the globe. Courtesy radiates a spirit of good feeling and suggests that we are not working entirely for the material returns of work, but for the pleasure of friendly human association as well. Life is not too short, and we are never too busy to be courteous. Courtesy is the outward expression of an inward consideration for others, and is always an effective lubricant that smooths business and social relationships, eliminating friction.—*The Outlook*.

The Home Division

Edited by



Nan Carter

Mothers' Day—May 13

"It's a strange thing," said Tillie the Typist, "that some folks forget all about mother until Mothers' Day rolls around.

"Take my mother, for instance—and there are thousands like her. I shall always consider myself the luckiest individual under the skies to have been her daughter. Seen through her eyes, I am not a frail human being but one of her glorified dream children. Why, she thinks I am perfect. (Goodness knows, I wish I were!)

"When I am ill she carefully conceals her anxiety while she nurses me back to health. When I am tired or discouraged, her ready sympathy and cheer urge me to another effort. When someone has hurt me, she just gathers me to her bosom and, say, the ache isn't nearly so hard to bear. And when I am happy, she is happy, too.

"Why shouldn't the day go well when Mother wakes me in the morning with a smile and a loving kiss? And can she play a joke? You should have seen her on April Fool's day, having lured me out of bed to answer an imaginary telephone call!

"Her great green-gray eyes have lost some of the old-time sparkle, the heavy shining black coil of her hair is threaded with silver, and there's a bit of a stoop to the stately shoulders—but she is still the most beautiful person in the world!

"Mother's Day? Every day is her day. Mother comes next to God."

Helpful Hints

Do you shed tears when peeling onions? To prevent this, remove outer skin from the onion and soak in cold water for a few minutes before cutting.—J. MILTON MAY, *New Orleans terminal editor, New Orleans, La.*

When lemons have become dry from long standing, they may be restored to their original condition by boiling in water for several minutes. While the hardened peel is not rejuvenated, the juice is in no way impaired.

Rice makes an excellent thickening for soups made of tomatoes, asparagus, celery or onions.

To remove grease spots from silk, wet a lump of magnesia, rub on the spot, let it dry, and then brush the power off.

Fine granulated sugar makes the best cake. The sugar may be sifted several

times before using. Powdered sugar makes a dry cake.

The cogs of an egg beater should not be put in water.

To test fresh eggs, put the egg into a glass of cold water. If it is fresh it will sink.

Poached eggs will not spread if salt is added to the water before the eggs are dropped in.

One part of cornstarch to four parts of bread flour makes a good substitute for pastry flour.

To obtain a dark brown bread crust, brush over your loaves with milk or butter before baking.

Smart Sayings of Our Babies

Our readers are requested to send in the smart sayings of our babies so that we may print them.

Little Tom Keene, son of trainmaster, Mattoon, Ill., had been ill all day and had

No. 1 is Frank Edwin, 5 years old, son of Towerman T. E. Fitch, Ackley, Iowa.

No. 2 shows Frank, 6 years old, and June, 4 years old, son and daughter of Conductor F. S. Mooney, Centralia, Ill.

No. 3 is David, Jr., 3 years old, son of D. Duff, assistant electrical foreman, Clinton, Ill.

No. 4 is Joseph, Jr., 11 months old, son of Joseph Fein, check clerk, inbound freight house, New Orleans terminal.

No. 5 is Emmitt Loyd Dixon, 5 months 27 days old, son of S. W. Lusk, section foreman, Mississippi division.

No. 6 is Charles, 2 years 7 months old, son of Dispatcher W. R. McKelvie, Dubuque, Iowa.

No. 7 is Robert F., Jr., 3 years old, son of R. F. Bundy, instrumentman accountant, Louisiana division.

No. 8 is Arthur, Jr., 3 years old, son of Arthur W. Walling, chief rate clerk and division correspondent, Evansville, Ind.

No. 9 is John Selwyn, 5 years 5 months old, son of J. B. Landreaux, clerk, Baton Rouge, La.

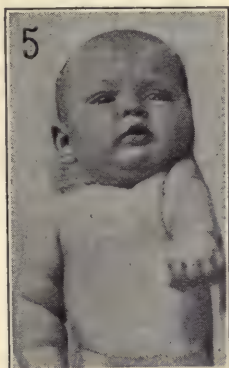
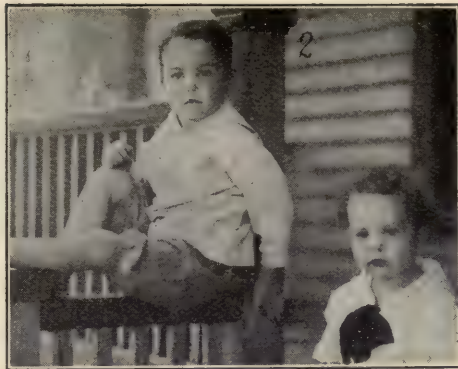
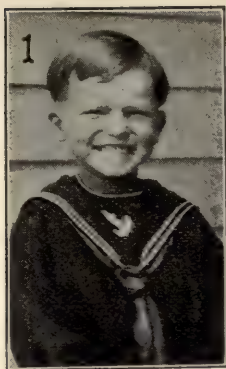
No. 10 is Dwayne Allyn, 1 year old, son of Orville Daniels, supervisor's clerk, Freeport, Ill.

No. 11 is Walker, 2 years old, son of W. S. Baillie, clerk, Centralia, Ill.

No. 12 is Alfred, Jr., 4 years old, son of A. Van Huss, waterworks repairman, Obion, Tenn.

No. 13 shows Billy, 3 years old, and Buddy, 5 years old, sons of A. H. Coates, operating statistician, Chicago.

No. 14 is Gaylord, 2½ years old, son of F. W. Slagenweit, operator, Nashua, Iowa.



gone to bed early. Next morning, on inquiry of the family as to how he was feeling, Tom replied: "I'm awful better today."—FLORENCE MCSHANE, *Indiana division editor*.

Florence, aged 3, bright as a dollar, blue-eyed, with a wealth of blonde curls, and kissable (yes, she many a time has squeezed my collar into squareness and rouged my cheek with impacts of childhood), rehearsed with me on different occasions until she could speak her part by heart. She as Juliet and I as Romeo went through our play as follows:

(Romeo) "Pretty little eyes."

(Juliet) "Full of sweet surprise."

(Romeo) "Tiny little nose."

(Juliet) "Red, red as a rose."

At our own rehearsal the other day she outdid Shakespeare by throwing a bouquet such as this:

(Romeo) "Pretty little eyes."

(Juliet) "Full of sweet surprise."

(Romeo) "Tiny little nose."

(Juliet) "Full of little sniff-sniffs."

Juliet had caught cold, while out on the balcony.—F. S. CERNY, *law department, Chicago*.

Tested Recipes

BUTTERSCOTCH PIE.—Put your pie crust on the outside of the pie plate and bake until light brown. This gives a deeper edge and prevents shrinkage. Mix together 1 cup brown sugar and 2 tablespoonfuls flour; stir in the yolks of 2 eggs; pour over this mixture 1 cup of hot water, and cook until thick. Then add 2 tablespoonfuls butter, speck of salt, and 1 teaspoonful vanilla, and remove from flame. Pour this mixture into the baked crust, cover with a meringue made by beating the whites of the 2 eggs with 4 tablespoonfuls sugar until stiff, and brown.—DELLA DRISCOLL, *stenographer, weighing and inspection department, Chicago, Ill.*

BAKED ICE CREAM.—Bake a square cake one-half to one inch thick, size depending on number of persons to be served, allowing a piece four inches square for each person. (Cake should be baked sufficiently in advance to allow it to be cold when wanted.) Place a piece of cake on a small plate, putting strawberries or other seasonable fruit on this. A few minutes before you are ready to serve, put ice cream the size of a small cup on each piece of cake on top of the fruit, cover entirely with meringue made from stiffly beaten whites of eggs and granulated sugar. On top of meringue place chopped raisins and cherries, sprinkle with powdered sugar, place in a very hot oven until brown, and serve

at once.—MRS. J. C. NEFT, *wife of division accountant, Fort Dodge, Iowa*.

SCALLOPED SWEET POTATOES.—Boil potatoes until done. When cool, slice lengthwise. Place a layer of potatoes in bottom of baking pan, then a layer of soft "C" sugar dotted with lumps of butter. Continue in this manner until pan is filled, the last layer to be sugar and butter. Bake until the sugar and butter form a syrup over the potatoes. Do not add any water.—MRS. JOHN TROTT, *wife of conductor, Mattoon, Ill.*

DATE CAKES.—Cream $\frac{1}{2}$ cup butter with 1 cup "C" sugar, then add 2 eggs (well beaten). Beat the mixture until light. Stir in 1 cup boiling water in which 1 teaspoon soda has been dissolved, add 1 package dates, cut fine, 1 cup nut meats, and $1\frac{1}{2}$ cups flour. Drop into muffin tins and bake in hot oven. When cool, cover tops of cakes with frosting made of powdered sugar, butter and a little hot water.—CATHERINE RODEMEIER, *accounting department, Wisconsin division*.

HAMBURGER HASH.—Get a pound of hamburger steak from your butcher. Flour it

No. 15 shows Marie, 3 years old, and Robert, 1 year old, children of E. F. Kremer, chief, accountant, superintendent's office, Champaign, Ill.

No. 16 shows Inguagio Willard, 2 years 7 months old, and Joseph Liberty, 4 years old, sons of P. Ugalano, section foreman, Manson, Iowa.

No. 17 is Dorothy M., 13 months old, daughter of Yard Inspector A. Gerth, Burnside shops.

No. 18 is Helen Marie, 5 years old, daughter of M. W. Storm, dispatcher, Mattoon, Ill.

No. 19 is Mary Evelyn, $5\frac{1}{2}$ months old, daughter of R. B. Cross, switchman, Baton Rouge, La.

No. 20 is Irma Eileen, 5 years old, daughter of Car Inspector Henry Livingston, Minonk, Ill.

No. 21 is Carry Mel, 5 years old, daughter of Ellis M. Oliver, bill clerk, freight office, Martin, Tenn.

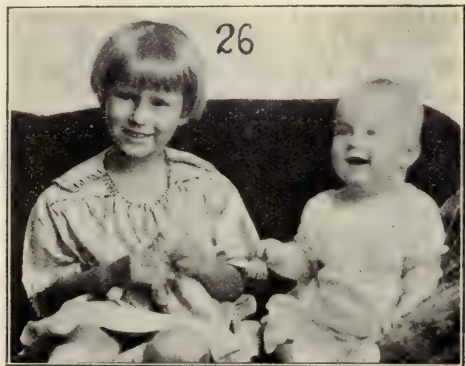
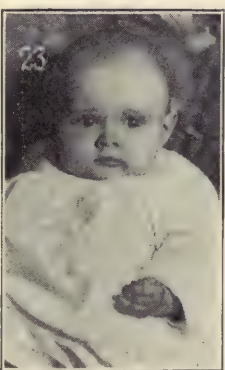
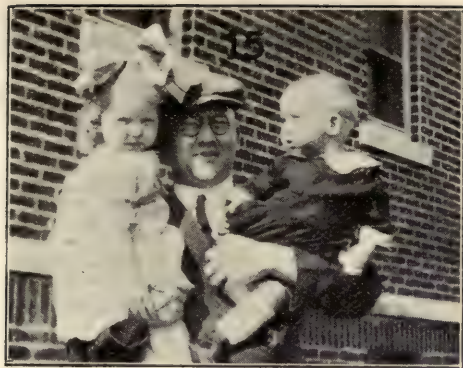
No. 22 is Marjorie Louise, 6 months old, daughter of Conductor W. T. Vernon, McComb, Miss.

No. 23 is Mary Louise, $4\frac{1}{2}$ months old, daughter of F. J. Ardern, rodman, Freeport, Ill.

No. 24 is Mary Alyce, 3 years old, daughter of H. Culley, chief clerk to superintendent, Carbondale, Ill.

No. 25 shows Louise, age 6, Loretta, age 4, and Dorothy, age 10, children of G. W. Shaughnessy, timekeeper, district foreman's office, Louisville, Ky. Mr. Shaughnessy is also one of our Kentucky division correspondents.

No. 26 shows Margaret Thelma, $5\frac{1}{2}$ years old, and Mary Lee, 6 months old, children of Section Foreman L. E. Carrington, Glendora, Miss.



thoroughly by hand until every bit of the meat is covered with flour. Season with salt, pepper and onions (if liked), and brown in a skillet in which a tablespoonful of drippings has been heated. Serve on hot toast. If gravy is desired, add hot water to the hash before removing from the skillet.—Contributed by J. MILTON MAY, *New Orleans terminal editor.*

BAKED APPLE ROLL.—Sift 2 cups flour with 2 teaspoons baking powder and 1 teaspoon salt; add 2 tablespoons melted butter and $\frac{3}{4}$ cup milk. Roll out $\frac{1}{4}$ inch thick, spread over with sliced apples, sprinkle lightly with sugar and cinnamon. Roll up as for jelly roll. Slice one inch thick, set on end in baking pan well greased with butter, and pour over the little rolls a sauce made as follows: $\frac{3}{4}$ cup sugar, $\frac{1}{2}$ cup corn syrup, $1\frac{1}{2}$ tablespoons cornstarch, 2 cups cold water, 2 tablespoons butter, and a dash of nutmeg. Cook the sauce for five minutes. Bake until the apples are tender, and serve piping hot.—MRS. J. F. WILLIAMS, *stenographer to chief clerk, Tennessee division.*

BUTTERMILK PIE.—Bake pie crust on outside of pie tin until light brown. Mix together 1 egg (beaten), $\frac{3}{4}$ cup sugar, 1 cup chopped raisins, 1 tablespoon flour, 1 tea-

spoon butter, 1 cup buttermilk and 1 teaspoon vanilla. Cook in double boiler until thick. Pour this mixture into the baked crust and serve covered over with whipped cream.—MRS. R. H. WRIGHT, *wife of instrumentman, Mattoon, Ill.*

OATMEAL COOKIES.— $\frac{3}{4}$ cup shortening, 1 cup sugar, 2 eggs, sift 2 cups flour with 1 teaspoonful each of soda and cinnamon three times, 2 cups oatmeal, 2 cups chopped raisins, 1 cup chopped pecan or walnut meats, 1 cup cocoanut, 4 tablespoons sour milk. Mix in the order given, drop by spoonfuls on buttered baking sheet, and bake in medium hot oven.—FRANCES P. OTKEN, *secretary to chief clerk, superintendent's office, McComb, Miss.*

The Minister Expresses His Feelings

A certain agent on the Kentucky division tells this one on his wife:

"Mrs. ———, who prepared only a light breakfast each morning for her husband's departure on an early train, invited to have breakfast with them a minister who happened to be spending the night in the same apartment and who was going out on the same train. Desiring to express his appreciation, the minister remarked: 'Well, this makes a fellow *feel* as if he has had breakfast, anyway.'"



Here are Mr. and Mrs. Joseph Kurth, Jr., and their nine children. The names of the children are: Cecelia, the oldest, age 15; Helen, Clarence, Harold, Edmund, Lawrence, Earl, Wilma, and Paul, who was 2 years old May 22, 1922. Since this picture was taken, a daughter, Mary Adeline, was born January 7, 1922, and died March 15, 1923. Mr. Kurth, who has been an employe since June 23, 1897, was recently promoted to general foreman at Waterloo, Iowa. The grandfather of these children, Joseph Kurth, has been in the service since 1892 and is now employed as machinist at Waterloo.

For Buddy and Sis

Buddy's Dog Selects His Own Name

DEAR BOYS AND GIRLS:

Have you ever puzzled over something until you had a deep furrow in your eyebrows and you were at a loss what to do? If you have had such an experience, you understand how Buddy has felt during the last few days. Buddy has been perplexed. You see, it was like this: Buddy received so many suggestions for a name for his dog, and they were all so appropriate, that it seemed a tremendous task to make a selection. He could not decide on any one name. Then he had a bright idea. Why not let the dog select his own name? So Buddy brought his playmate into Aunt Nancie's room and shook all the letters into a heap. "Go to it!" he ordered, and the dog did. He thrust his nose into that bundle of envelopes and brought out Allison Earle Lawler's letter suggesting that he be named "Jazz." Allison Earle is 8 years old, and his father is chief traveling auditor, Chicago. The picture of the lucky boy is shown on this page.

Buddy wants to thank all of our boys and girls for their interest and help in this matter. The names suggested were all good, and he wishes that he had a dog for each name. He thinks that your letters to Aunt Nancie are an excellent way of becoming acquainted. So do not stop writing just because Buddy's dog has been named. Aunt Nancie is always glad to hear from her boys and girls.

With love,

AUNT NANCIE.

Letters From Our Boys and Girls

26 East Douglas Street, Freeport, Ill.

DEAR AUNT NANCIE:

I am a boy 9 years old. I'm going to give Buddy's dog a name. I would call him "Pal" or these following names: "Snuggle," "Brownie," "King," "Rags," "Tricksy," "Sambo," "Tricks," "Nig,"



Allison Earle Lawler

"Gip," "Buster," "Bruno," "Kaiser," "Bumpus," and "Strongheart" and "Fido."

Yours sincerely,

FRED REED.

476 Miami Avenue, Freeport, Ill., April 15, 1923.

DEAR AUNT NANCIE:

Having read about Buddy's pet dog in the *Illinois Central Magazine*, I thought I would send you some of the names that I have selected. Here are some I suggest: "Trouble," "Buster," "Jack," "Snoodles," "Jiggs." My daddy is assistant night foreman at Freeport. We always love to read the *Illinois Central Magazine* when daddy brings it home, especially

BUDDY—Named at Last!

By SAID

TODAY IS THE DAY BUDDY FINDS A NAME FOR HIS DOG. LAST FEBRUARY SOMEBODY SENT BUDDY A DOG—AND NOT KNOWING WHAT TO NAME HIS COMPANION—BUDDY DECIDED TO LET HIS FRIENDS SUGGEST A NAME. MANY REPLIES WERE RECEIVED AND NOW WE FIND BUDDY AND HIS DOG—READY TO CHOOSE A NAME

EACH LETTER IN THAT ROOM HAS A NAME IN IT FOR YOU. GO IN THERE AND BRING ME ONE—REMEMBER GET JUST ONE

COME ON—DOGGIE—HURRY—GEE!! BUT I CAN HARDLY WAIT

JAZZ! SO THAT'S YOUR NAME!!

the jokes. I hope Buddy finds a nice name for his little companion.

With love to both you and Buddy,
RAMONA RICHTER, 8 years old.

Centralia, Ill., March 12, 1923.

DEAR AUNT NANCIE:

I am a girl 11 years old. My father is an engineer on the Illinois Central R. R. I am going to try to give Buddy's dog a name. I think "Trix," "Rover," or "Fido" are good names.

Yours truly,

415 N. Locust St. MARJORIE E. BEEBE.

320 Lott Boulevard, Gibson City, Ill.
March 22, 1923.

DEAR AUNT NANCIE:

I am a little boy 7 years old. My father is section foreman at Gibson City. I am sending a name I think nice for Buddy's dog. I think the names "Spot," "Bob," "Slim" or "Snuggle" are good names.

With love,

WALTER POWELL.

7133 East End Avenue, Chicago, 4-2-23.

DEAR AUNT NANCIE:

I would suggest that you name Buddy's dog "Tut." I am six years old.

JACK LESSEL.

Redwood, Miss., March 23, 1923.

DEAR AUNT NANCIE:

I am a little boy 8 years old. I am going to try to give Buddy's dog a name. I think "Ponto" and "Whiskers." I go to school twenty-two miles on the train every day.

Your friend,

BOB ED ANDERSON.

Mattoon, Ill., April 1, 1923.

DEAR AUNT NANCIE:

Next September I will be old enough to go to school—right now I can count up to 115. Do you



Here are Mrs. W. A. Johns, wife of a section foreman on the Memphis terminal, and their twin sons, Elbert and Elmer, 6 months old. This is the second pair of twins born to Mr. and Mrs. Johns.

like to read Andy Gump and Min and Chester in the funnies I do all the time. Sometimes I ride on the trains—the one to Evansville is a bent one, goes in and out, in and out, lots of times. I wish you would name Buster's dog "Tag-a-long." Good-by.

TOM KEENE, age 5,
son of Trainmaster C. A. Keene, Mattoon, Ill.

Box 708, Hammond, La., March 15, 1923.

DEAR AUNT NANCIE:

I am 12 years old and am in the seventh grade. My father is the editor of the *Hammond Vindicator*, Hammond, La. My father takes the *Illinois Central Magazine* and I find it to be very interesting. In the March issue I saw where Buddy is trying to find a name for his dog, so I am sending in the names of "Pal," "Smut," "Sporty" and "Lucky."

Your friend,

ZULMA CAMPBELL.

605 West Pecan Street, Carbondale, Ill.
April 4, 1923.

DEAR AUNT NANCIE:

We think Buddy is a lucky little boy to have such a nice little dog given him and that Buddy's little dog is very lucky to have been given a nice little boy like Buddy. We suggest that a very good name for Buddy's little dog would be "Lucky." We hope Buddy will like this name and will choose it.

Yours very truly,

CHARLES, JR., and CURTIS LEE BATSON, ages 3 and 2.



Here are Violet, 3 years old; Margaret, 5, and Roberta, 7, daughters of Engine Foreman R. R. Fitzgerald, St. Louis division. Shown with them is Grandma Main, 74. These little girls are called "Three Aces" by their relatives and friends.

Junior Taylor, 202 Hileman & Gindt Building, Waterloo, Iowa, age 8, suggested "Chum" or "Pal." Charles Junior McCafferty, Carter, Miss., age 4, suggested "Bounce," "Carlo," "Trickey" and "Teddie." Clara Mae Young, 1209 East 52d Street, Chicago, age 8, suggested "Barney." Arline

Bemisderfer, 650 East 90th Street, Chicago, age 9 years 10 months, suggested "Buttons."

Answers to April Puzzle

Tennessee towns: 1, Woodstock; 2, Gates; 3, Milan; 4, Troy; 5, Frogmoor; 6, Leewood; 7, Perry; 8, Martin; 9, Memphis; 10, Tiger Tail; 11, Idlewild; 12, Templeton; 13, Newburn; 14, Greenfield.

Illinois Towns

The following groups of words represent stations on our line in Illinois. See how many you can guess correctly. The correct answers will appear in the June issue.

1. Something a small boy throws and a place where water may be crossed on foot.

2. One of the seasons and an enclosed stretch of country.

3. An organ by means of which fish breathe under water and a member of the human family.

4. A make-believe battle and part of a window.

5. A kind of paper used for making copies and a low place between hills.

6. Something essential to a carving implement and a material used in making furniture.

7. An adjective applied to Western bronchos and part of a typical American breakfast.

8. A boy's name and a measure of weight.

9. The name of a Moorish palace at Granada, Spain.

10. To be at liberty and a haven for ships.

11. A color found in the national flag and a tract of land surrounded by water.

12. A harbinger of Spring and something that furnishes daylight.

13. A useful article found on the doorstep and something that a musician carries in his head.

14. An Egyptian lily.

15. A nickname for Irish potatoes and a beast of burden.

Gives Sons a Code to Live By

Hinkle C. Hays, district attorney for the Illinois Central System at Sullivan, Ind., whose photograph was used as a frontispiece for the December, 1922, issue of this magazine, has two sons—John T. and Charles E.—9 and 7 years old, respectively. The elder, in a recent conference with his father, suggested that he would like to have assembled a code of things a young man ought or ought not to do. He promised to tack such a letter up above his desk in his study, so that it would be a constant inspiration to him.

His father responded by preparing such a list of rules for him and his brother and having them printed on a card.

"I don't know that the rules are much good," says Mr. Hays, whose brother, Will



Here are pictures of three members of the Cherokee Boys' Band who are sons of Iowa division engineers. No. 1 is Prentis, son of Engineer C. P. Jones; No. 2 is Walter, age 8, and No. 3 is Orla, age 13, sons of Engineer "Stub" Waddell, Cherokee, Iowa.

H. Hays, is a former Postmaster General of the United States and at present head of the motion picture industry, "but I have been careful in compiling them not to ask the youngsters to do anything I did not try to do myself. For instance, I at no place requested them not to smoke. I could not do this consistently, because I smoke myself, although I hope they do not get the habit, and use my best efforts to that end.

"Incidentally, I am keeping a copy of the same rules on my own desk, as a reminder of my obligation to the two gentlemen to whom the letter is addressed."

The rules follow:

I want to submit the following twenty-six rules to you, and earnestly request that you follow them. If you do, you will not only be complying with your father's most earnest wishes, which will not be detrimental to your future welfare, but you will be so living as to reap the greatest rewards, throughout the future years, and in the hereafter. Therefore, as suggested, I most earnestly urge you to follow each of them. They are as follows:

Physical Rules

- 1—Keep your mouth shut when not talking, eating or drinking, and do not open it too much to talk.
- 2—Breathe deeply, and through your nostrils.
- 3—Stand erect and look any person, or anything else that may confront you, right in the eye.
- 4—See that your bowels move thoroughly and daily.
- 5—Drink lots of water.
- 6—Eat slowly and not too much.
- 7—Take plenty of exercise and be in the fresh air as much as possible, sleeping there always.
- 8—Don't drink intoxicating liquor of any kind. It damages the brain and body and benefits nothing.

Manners

- 1—Watch your table manners. They are an indication of a gentleman.
- 2—Mind quickly. It's the first principle of a real soldier.
- 3—Keep out of stores and other loafing places. Lounge-lizards, not men, have time to loaf.
- 4—Watch your companions. Bad company is a grave danger.
- 5—Watch your speech so as to prevent exaggeration, which is one form of falsehood, and falsehood is damnable.
- 6—Learn Barbara Fritchie by heart. It is a good way to begin to acquire ease in public speaking, which is most desirable.
- 7—To use bad language is not as nice as it is not to use bad language. Keep this in mind. If you think you have to swear, then use only such words that your mother would approve.
- 8—An education is a great advantage in life. You are being afforded a full chance to acquire a complete education. Overlook no opportunity to advance this. Speed up in school as much as possible.

Moral Rules

- 1—Never lie. Tell the exact truth, always, irrespective of consequences.
- 2—Go to church regularly. The habit, when once formed, becomes a great safeguard.
- 3—Pray daily, and read the Bible as much as possible. Prayer and the Bible are as valuable to life as they are essential to religion.
- 4—Keep your word. There can never be any conceivable excuse for a failure to do this. It is not possible to have a greater asset than reliability.
- 5—Be honest. Aside from moral dictates, from the most selfish standpoint, honesty is always the best policy.

- 6—Be patient. It leads to gentleness, and is most

desirable. Particularly should this govern your conduct toward good women. In addition, to be a gentleman is always best.

7—Be fair. It denotes real caliber.

8—Be industrious. Nothing is possible without industry.

9—Be loyal. Loyalty is the acid test of character.

10—Save part of all you make. There is absolutely no other way known to successfully and honorably get and stay ahead of the game. Irrespective of all else, a man is a failure, in the last analysis, who does not practice this.

I do not do all of these things, although I do the best I can to do them all. I recommend them to you, not only because I so practice them, but because I know they are sound. If you practice them conscientiously, doctors will play but little part in your existence, your citizenship and success will be vouched safe, and your hereafter assured. If you will just grasp these twenty-six little rules, and will live by them daily, then there is nothing else in life that your father can impart to you.

Show Promise as Musicians

The accompanying photograph shows Charles and Thomas Miller, aged 14 and 11, respectively, sons of Engineer and Mrs. Thomas Miller, 402 East Main Street, Clinton, Ill. They are the proud possessors of gold-plated saxophones. The first time they gave a public concert was just sixty days after receiving the saxophones.

Charles, the older of the brothers, is a freshman in the Clinton Community High School. Thomas is a student in the sixth grade of the Lincoln School. They have been heard at many of Clinton's social affairs, as well as in adjacent towns, and have filled three engagements of two nights each at the Clintonia Theater.

The boys received their first instruction



Charles and Thomas Miller

Illinois Central Magazine

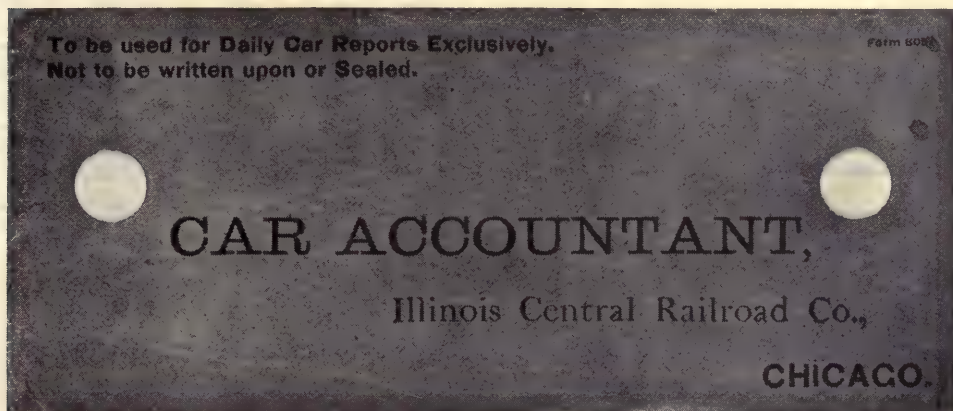
on the saxophone from Brent Rohm, music instructor of Clinton, and it was at his suggestion that the boys went to Chicago, where they joined the Tom Brown Saxophone Band. They received ten private lessons from an instructor working under Tom Brown in Chicago and since then have received only band instruction from Mr. Brown. For the last year they have made weekly trips to Chicago for their lessons.

In July and August last year they appeared four times weekly with the band during the Pageant of Progress at the Municipal Pier in Chicago and also ap-

peared at Congress Hall in concert. They have already been engaged to play in concert in Chicago in June, July and August this year. They also play at St. Paul's Universalist church every Sunday night.

On February 20, 1923, the Rotary Club held an anniversary night in Clinton. A novel feature of the entertainment was the saxophone concert given by the boys. Their playing is described as skillful, sincere and impressive. As one Rotarian said, their musical ability "ought to have them making famous phonograph records in five years."

Veteran Envelopes Are Still in Service



The *Illinois Central Magazine* often publishes stories of mechanics and others who have used a tool or a set of tools for extremely long periods, of engineers with pet oil cans, battered and scarred with age, though still in use, and such like. And now comes H. A. Merrill, our agent at Doyle, La., with two paper envelopes, form No. 805, addressed permanently to the Car Accountant, Chicago, which he thinks should be awarded the palm for long service, but not yet pensioned, for they bid fair, judging from their present condition, to see several years more of usefulness.

One of them bears the office stamp of Bondville, Ill., January 9, 1902. On April 11, 1905, it shows handling at Colfax, Ill. It was at Enid, Miss., on August 17, 1911, and showed up at Mr. Merrill's station March 12, 1923. The second envelope received its christening stamp at Natchez, Miss., February 15, 1906, and seems to have been circulating about in the south. It paid Mr. Doyle a visit on September 12, 1922, and made a return call on March 12, 1923.

If these mute and inanimate pieces of paper could talk, what kind of tale could

they tell? What scenes could a clairvoyant visualize while handling them? One fact, however, is patent: They are certainly made of good paper.—T. T.

HELPING STORM VICTIMS

With clothing, food and shelter furnished by contributors throughout the northwest section of Mississippi and part of Tennessee, refugees made homeless by the cyclone which devastated Savage, Miss., two weeks ago are beginning to rebuild their town. The Yazoo & Mississippi Valley Railroad, whose workers established telephone lines six hours after they entered the ruined area and who have taken a lead in giving aid, is rebuilding the four railway structures wrecked. The station will be rebuilt at a cost of \$5,000, it was said. Three section houses, which had just been completed when the cyclone struck the town, are replaced. The railway employees in Memphis have sent fifteen sacks, filled with clothing of every sort, to the refugees, and charitable organizations have provided food, mattresses and some tents.—*Memphis (Tenn.) Press*, March 26.

HOUSE PLANS FOR OUR READERS

Concrete

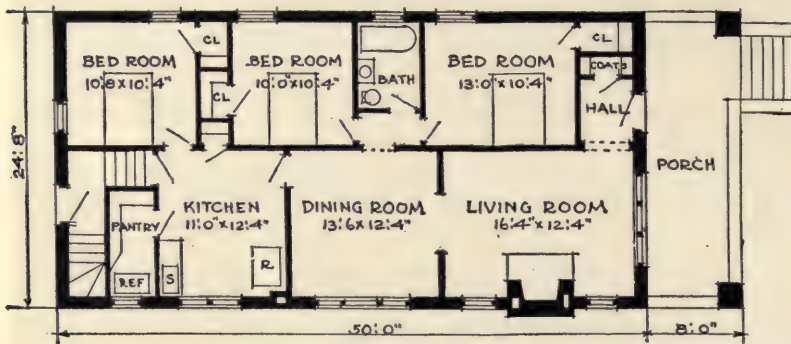
The Reigate (No. 6101) is a city bungalow. This 6-room structure is one of the most popular plans that has been worked out by Robert L. Kane in his large practice in the Chicago suburbs. It is narrow enough to be placed upon a 35-foot lot, with plenty of air all around; there is absolutely no space wasted in the plan; its simple lines will insure economical construction, and the fire-resisting character of its concrete walls covered with Portland cement stucco and its fire-resistive roof of asbestos

will reduce maintenance to the lowest possible figure.

The roomy front porch, extending right across the home, can be screened or glazed if desired. From this we enter a small vestibule with a clothes closet and pass into a comfortable living room with a cheerful fireplace. In addition to the front window, the living room has windows at the side, so that direct sunlight can enter the room.

In the rear is the customary kitchen with pantry, and another chamber opens out of it. Steps lead down to a door and from there to the cellar.

This design is an example of twenty-five plans appearing in an elaborate plan book published by the Portland Cement Association, 111 West Washington Street, Chicago. The plan book can be obtained from the editor for 50 cents a copy. A smaller booklet, called "Portland Cement Stucco," containing valuable data on that subject, including photographs of many attractive stucco houses, but not including plans, can be had free from the editor of the *Illinois Central Magazine*.



FLOOR PLAN





A Train to Preach By

HERE is a conversation that took place a few nights ago in the Jacksonville yards:

Car Cleaner: Mr. Leach, I stayed last night and got that car on the Gospel Train.

Leach, foreman: What do you mean?

Car Cleaner: You knows, Boss, that car you give me on the Gospel Train.

Mr. Leach: What do you mean by the Gospel Train?

Car Cleaner: That train that goes out three times a week to Chicago (meaning the Floridan).

Mr. Leach: What makes you call it the Gospel Train?

Car Cleaner: Well, Boss, you know Mr. Bob (meaning Assistant Foreman R. G. Helton) preaches about dat dere train so much we just calls it the Gospel Train.—*Jacksonville, Fla., notes in the Pullman News for March.*

Dry Farming

Brown—"How do you raise potatoes in such a dry summer?"

Jones—"Planted onions among them. You see, the onions made their eyes water so they didn't mind the dry weather at all."

—*Farm Life.*

Lots of Sympathy

An Irishman had a face that was "an offense to the landscape." Next to his homeliness, his poverty was the most conspicuous thing about him.

"How are ye, Pat?" a neighbor asked.

"Mighty bad," was the reply. "Sure 'tis starvation that's starin' me in the face."

"Is that so?" rejoined his friend. "Sure it can't be very pleasant for ayther of yez."

That Was the Limit

"It's a hard life," said the traffic officer at a busy crossing.

"What's the trouble?" asked the genial old gentleman.

"I had to stop an actress just now for driving too fast. The look she gavé me was bad enough, but the way her Pome-

ranian yawned in my face was absolutely insulting."

Easy to Figure Out

Hubby, in no very good humor, was in the back yard mending the clothesline when the fat lady, who lived a block away, rounded the corner of the house.

"Is your wife at home, Mr. Jimson?" she asked.

"Do you suppose I'd be doing this if she wasn't?"—*Pittsburgh Chronicle-Telegraph.*

Reversing the Procedure

At a Christmas dinner in Washington a well-known professor was called upon to speak. In introducing him the host said to the guests:

"You have been giving your attention so far to a turkey stuffed with sage. You are now about to give your attention to a sage stuffed with turkey."—*Boston Transcript.*

A Most Fortunate Combination

During the Civil War an Irishman living near my father at Tracy City, Tenn., was very much afraid of the Yankees.

We lived between the lines and were visited sometimes by raiding parties of both armies. This Irishman had a pumpkin vine in his back yard, near the steps. A raiding party of Yankees came to town about dusk one night and went into his house. He ran out the back way as the Yankees came in the front. He fell down as he was going down the back steps. Thinking the Yankees would see him if he got up, he crawled in under the pumpkin vine. The Yankees,

SUSIE SEZ—



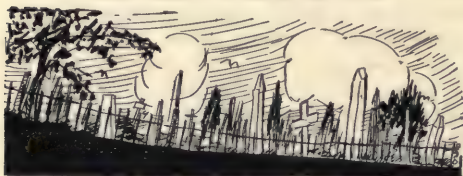
thinking he had gone down through the garden, followed, but could not find him.

In relating afterward how he outwitted the Yankees, he said he was saved "by the grace of God and the pumpkin vine."—P. S. L.

Stopped Train and Argument

Two negro employes of the Illinois Central were discussing the relative importance of their respective departments, one of them being employed in the signal department and the other in the water department. The champion of the signal department maintained that the signals were of first importance to the successful operation of trains and in maintaining the safety of employes and passengers. He had apparently made out a very strong case when the waterworks man clinched his own argument by saying: "Yeh, whut you say about de signals is true enough, but when a train come to a signal de engineer jus' say, 'Whoo, Whoo' and go on, but when he drive up to a watah tank and dey ain't no watah, dah he is!"—C. R. K.

She Knew Where He Was



"Ah, madam," said the pious visitor. "I am going about giving advice and consolation to unhappy wives. Do you know where your husband is every night?"

"Indeed, I do."

"Alas, madam. You think you do, but he may be here, there, anywhere."

"Well, if he gets out of the place where he is now he has to raise a granite slab that weighs at least a ton, and he couldn't even lift a scuttle of coal while he was alive."—*Detroit Free Press.*

Certainly Not in Our Line

A sarcastic would-be passenger approached the genial station master and asked, "What good are the figures on this time-table?"

The station master replied, "Well, sir, without those figures we wouldn't be able to tell how late this train is."—S. F. L.

A Narrow Escape

Some years ago, so it is said, a freight conductor on the Yazoo & Mississippi Valley was rather careless of his personal appearance. He let his clothes go to seed and wore luxuriant though shaggy whis-

Eighty-six

What Mother Thinks



While I was walking down a crowded street the other day,
I heard a little urchin to another turn and say:

"Say, Chimmie, let me tell youse, I'd be happy as a clam,
If I only was the feller that me mudder t'inks I am.

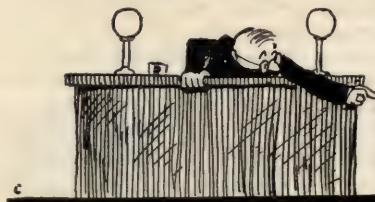
"She t'inks I am a wonder, an' she knows her little lad
Could never mix 'ith nuttin' dat was ugly, mean or bad;
Oh, lots o' times I sit and think how nice 'twould be, Gee whiz!
If a feller was de feller dat his mudder t'inks he is."

My friend, be yours a life of toil or undiluted joy,
You still can learn a lesson from this small, unlettered boy;
Don't try to be an earth saint, with your eyes fixed on a star;
Just try to be the fellow that your mother thinks you are.

—*Selected.*

kers. One evening just about dark he was making an inspection of his train before pulling out. He came to an open box car and, peeking inside, found it full of tramps. A couple of husky bums grabbed him and pulled him in, saying: "Git in here, you hairy bum! First thing you know the conductor will come along and throw us all out."—T. T.

Standing By the Judge



Unable to agree, the jury had mean looks for one little runt of a fellow.

"No chance for an agreement?" demanded the judge.

"None, your honor. There's one man——"

"Tut, tut. Don't mention any names."

Then the judge proceeded to say that the

case was clear enough to justify a verdict in three minutes.

"For one man to defeat the ends of justice," he rumbled, "is reprehensible."

And he fixed his stern eye upon the runt.

The latter writhed under this.

"May I say a word?" he asked timidly.

"Yes."

"Your honor, I'm the only man that's with you." — *Pittsburgh Chronicle-Telegraph*.

One Way to Do It

Preparing for our examining board, a negro fireman said: "When I looked at the questions, I got on a mule and rid to my pa's, so I'd know when I was bawn."—S. F. L.

A Call for Isaac Newton

A new negro employe was watching the drops of oil ascending in the lubricator of a locomotive.

"For de lan's sake," he exclaimed in astonishment, "all de draps I ever seed drapped down—dis is de fust time I ever seed a drap drap up."—T. T.

A Penny Wise

"Abie, mein son, why for you go der shtairs up two at time?"

"To save mein shoes, fader."

"Vell, be careful you don't shplit your pantz."

Fair Play

"What a peculiar looking thing on your upper lip."

"My dear man, never knock a mustache when it's down."

The Formality of Banking

Bank Teller—"This check is all right, but you must be introduced. Can't you bring in your husband?"

Woman—"Who, Jack? Why, if Jack thought you wanted an introduction to me, he'd knock your block off!"

Her Uncle's Legacy

"I hear your uncle died and left all he had to an orphan asylum?" inquired Maria.

"Yes," replied Edith.

"What did he have?" questioned the first.

"Fifteen children," responded Edith.

Mean Thing

"Pretty hard luck for me," said Helen. "I bought a \$4 meal ticket for \$3.50. Just after I paid for it I dropped it on the sidewalk, and before I could pick it up a fellow with big nails in his shoes stepped on it and punched out \$2 worth of meals."

Others Could Do It, Too

Clarus—I hear Jones is going to bore an artesian well. Pretty expensive, what?

Opacus—Oh, no. All he has to do is sit and talk to it, and it won't cost him a cent. —*Columbia Jester*.

There's a Difference



When a plumber makes a mistake, he charges twice for it.

When a doctor makes a mistake, he buries it.

When a judge makes a mistake, it becomes a law of the land.

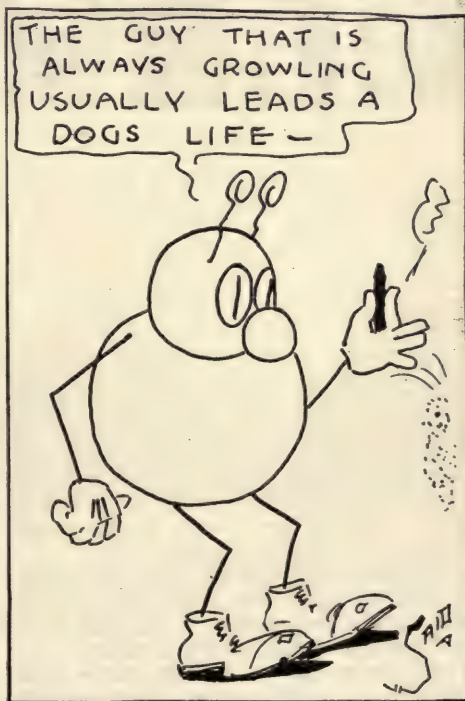
When an electrician makes a mistake, he blames it on the induction—nobody knows what that is.

When a preacher makes a mistake, nobody knows the difference.

When a compositor makes a mistake, the boss says, "The dampful otta know better."

But when an editor makes a mistake, GOOD NIGHT!—*Exchange*.

INKID SAYS—



Sports Over the System

All-Star Baseball Club Elects Officers

The following officers for the Illinois Central All-Star baseball team at Chicago were elected March 31: President, R. O. Fischer; vice-president, A. H. Coates; secretary, C. M. Said; treasurer, C. C. Haire.

A board of directors was also elected, consisting of W. G. Arn, J. R. Anderson, T. G. Taggart, H. L. Fairfield, A. D. Callo-way, S. M. Copp, Lee Robinson, W. Kelly, W. Larsen, S. F. Grear, J. T. McMahon, H. J. Deaney, B. C. Ellis and J. C. Johnson.

The All-Stars are members of the Chicago Railroad Baseball League. Saturday afternoon ball will be featured.



R. O. Fischer



Coates

Said

Haire

Yore

There are eighteen games in the schedule, and the opening game is set for May 12 with the Chicago & North Western team at the C. & N. W. ball park.

The All-Star players have had several try-outs under the team manager, E. J. Yore. Several of the All-Stars are former big leaguers. Culley, Kiernan and Stanley are players from the 1921 season of the Illinois Central General Office League. Culley is from the Mississippi Delta League and also was connected with the Little Rock team in the Southern Association. Barrowman, outfielder, was with the Hibbing, Minn., team of the Mesaba Range League. Heisler is a semi-pro player.

The appointment of Mr. Yore as manager of the All-Stars has been well accepted. Mr. Yore is well known in baseball circles in Chicago, having played semi-pro.

The season passes for the league games are already on the market. The pass sales

are encouraging and show that much interest is being displayed. These passes can be purchased in every office. Among the offices which have responded to the call 100 per cent are the vice-president and the general manager's office and the office of the manager of baggage and mail traffic.

Commercial Baseball League, New Orleans

Name	Won	Lost	Pct.
Illinois' Central Railroad..	3	0	1.000
United Fruit Company....	2	1	.666
Dock Board	1	2	.333
Standard Oil Company....	0	3	.000

Saturday, March 31, at Bissant Park, the Commercial Baseball League of New Orleans was formally opened, the Illinois Centrals meeting the Polarines, representing the Standard Oil Company, in the first game. This was a pitcher's battle between Mohren of the railroaders and Weber of the oil men, the Illinois Centrals emerging victors by a score of 3 to 1. The railway team displayed a championship article of ball, which marks it as possible winner in the Commercial League and a strong contender for the city amateur baseball championship.

The league was officially opened by Crawford H. Ellis, vice-president of the United Fruit Company, who delivered the first ball over the plate. Sam Morgan's jazz band





gave selections between innings and before and after the games.

The Unifruco team, representing the United Fruit Company, winner of last season's championship in the city series, was the next victim of the railroaders, being defeated on Saturday, April 7, by a score of 4 to 1. The Fruit Company boys, owing to the wildness of Sutherland, the Illinois Central pitcher, managed to squeeze one run across the plate in their half of the first inning. Their hopes were short-lived, however, as the railroaders came back with one run in the first inning, increasing their lead further by the addition of two tallies in the second. The Unifruco were unable to connect with Sutherland's curves and

were held to one lone tally during the seven innings. The Illinois Centrals further increased their lead by another run in the sixth. The pitching of Sutherland and the stick work of Natal, second baseman, were clearly the outstanding features of this contest. Churchill caught a good and heady game, and Sutherland's success is partly due to his work behind the bat.

Saturday, April 14, the Illinois Centrals clinched their hold on first place by defeating the strong Dock Board nine by a score of 4 to 1. Mohren again held the mound for the railroaders and pitched his usual good game. He was hit freely at times, however, and the winning of the game was in a large measure due to the superb work of Thorburn and Berckes in left and center fields. Jorda and Thorburn were also effective with the bat, getting a pair of hits apiece, one of which was for two bases. An outstanding feature of the game was the fielding of the entire Illinois Central team.

Shop Team Planned at Waterloo

All employees at Waterloo are enthusiastic over the baseball team that is being organized among the shopmen. "We have any amount of talent in the shop, and we



Here is the Illinois Central baseball team of Rockford, Ill., which won most of its games in 1922, defeating fast teams from the city factory league. Those in the picture are, bottom row, left to right: Yuccas, warehouse man, third base; Woods, operator, outfield; Burns, yard clerk, pitcher; Keough, engine foreman, first base (manager); Cheeseman, signal maintainer, catcher; Falzone, section man, outfield; Leach, switchman, short-stop (captain). Top row, left to right: Mullane, freight office, secretary; Young, warehouse man, second base; Doherty, engine foreman, outfield; Laferty, engineer, umpire; Kerlin, baggageman, outfield; Schreiber, freight office, property man.

are egotistic enough to believe that when our men get in shape they will be able to take the measure of any team representing the Illinois Central on any part of the system. Is there anyone in the mood of contradicting us this early in the season? If so, just drop a line to our master mechanic, who will pass it on to us," writes R. F. McLaren, our correspondent.

McComb Baseball Team a Winner

The baseball team of the McComb, Miss., shops played two games with Ponchatoula, La., one on April 1 and the other on April 7 and won both, the scores being 10 to 7 in the first and 3 to 2 in the second.

Inter-City Basketball at New Orleans

On Saturday, March 31, the basketball team representing the Memphis terminal was a guest of the Illinois Central team, New Orleans, in a basketball contest staged for the benefit of the candidacy of Miss Loretta Donnelly in the popularity contest. The boys from Memphis, in a clean and fast game, defeated the New Orleans team by a score of 24 to 13.

Daughter of Employe an Athlete

Olga Ford, 14-year-old daughter of Jesse Ford, receiving clerk, Levee yard depot, New Orleans, who is an enthusiastic athlete, recently competed in a track meet for high school girls held at Johnston, Miss. She captured first place in the 50-yard dash, which entitled her to enter the Pike County track meet at Magnolia, Miss., in which she was also successful, competing against representatives of six school districts.

63d Street Girls Win at Bowling

That paint and powder and other such drug store supplies mean nothing to girl bowlers was exhibited in the girls' bowling match held March 24 between representatives of the 12th Street and 63d Street offices at Chicago. They never stopped long enough to notice if the nose was reflecting the overhanging incandescent; they did not have enough time to waste any of the precious minutes on personal appearance, the main object being to dab spares and strikes on the score board instead of rouge on cheeks.

It was the first time that the two General Office buildings had sent out their feminine bowlers in a match, and the contest was such a suc-



The 63d Street bowling team. Left to right: Miss Jane Chamberlain, Miss Mary O'Neill, Miss Ann O'Neill, Miss Helen Speik and Miss Catherine Coyle.

cess that another was arranged—this time to be played on Thursday night, April 26.

The results March 24 were:

63d Street			
M. O'Neill	111	123	122
H. Speik	94	116	97
A. O'Neill	77	119	88
C. Coyle	122	109	120
J. Chamberlain	99	98	197
Totals	503	565	624
12th Street			
B. Moore	100	82	84
E. Anderson	95	99	98
A. Spreiter	111	109	150
J. Broderick	72	93	80
D. Mooney	172	166	138
Totals	550	549	550

The 12th Street girls took the first game from the South Siders and had a good lead on the second, but Misses Speik and A. O'Neill couldn't see it that way and ran their scores higher than the first attempt,



Miss Jane Chamberlain, on the left, and Miss Josephine Broderick, captains of the teams, ready to start the balls down the straight and narrow bath.



The 12th Street bowling team. Left to right: Miss Edith Anderson, Miss Betty Moore, Miss Anita Spreiter, Miss Dorothy Mooney and Miss Josephine Broderick.

giving the 63d Street girls the second game by twenty-four pins. The third game was a walkaway for the 63d Street representatives.

The whole event was a credit to the girls and interesting to the fifty or sixty spectators who witnessed the affair. One feature of good sportsmanship was outstanding: Whenever the 63d Street girls made a good score, the 12th Street bowlers joined in the applause, and vice versa. In closing the first successful match between the two offices, the winners gave a rousing cheer for the defeated squad.

W. Larsen of 12th Street assisted in keeping the scores, and Mr. Gieszke of 63d Street was the custodian of the foul line.

Places Shift in Bowling League

The General Superintendent of Transportation team of the 12th Street General Office Bowling League at Chicago still leads the league, although it has received some hard bumps the last month, dropping single games to the General Superintendent of Motive Power team, Terminal Superintendent team, Vice-President Accounting team and two games to the Maintenance of Way team.

The Auditor of Miscellaneous Accounts team, consisting of Bailey, Krubeck, Carney, Du Bois and Collier, has passed the General Freight team and is now in second place, as a result of winning twelve of the last fifteen games while the General Freight team was losing eight of the last fifteen games. The Bridge and Building team did its best work of the year when it beat the General Freight team three straight games, the only team in the league to perform that feat.

The Vice-President Purchasing team also won twelve of the last fifteen games, and as a result jumped from seventh place to fifth place. The General Superintendent of Motive Power team, which has had to contend with some of the strongest teams in the league, dropped back one place in the standing. The Land and Tax team has dropped from sixth to eighth place as a result of the loss of Enright, its star, who was out of town on company business. Enright was leading the league when he left town, but as he cannot qualify for the prize money his name has been dropped from the standing of the individuals.

The Maintenance of Way team has been doing some good work the last month, trimming several of the leaders. The Vice-President Accounting team is behind in its schedule and has dropped back to tenth place. The "Cops" won a game on April 5.

Knodell is leading the individuals and now has no real opposition. The fight for second place is a hot one between Koch and Rolff. Koch piled up 643 pins the other night and as a result passed Rolff by a fraction of a point. Larson and Block are having an interesting fight for fourth place, while "Happy" Rittmueller has moved up into sixth place.

Next month we will hope to give the final results of the second annual Railroad Bowling Tournament, in which there were entered 154 5-men teams, 348 2-men teams and 686 individuals. The C., B. & Q. Railroad again led with twenty-one teams entered. The C. & N. W. had fifteen teams, followed by the Illinois Central with thir-

He Went and Got It!

Some ten years ago one of the present-day big men of the General Motors Corporation was managing a little factory out on the Jersey meadows. One day returning from lunch, as he passed a building in the course of construction, a little gust of wind came along, lifted his straw hat and carried it up to the scaffold platform of the second floor.

This man never hesitated. He went up the ladder like an old-timer, reached for his hat, returned to his friends, and went his way as if nothing had happened. He didn't wait to see if some workman would get the hat for him or if a contrary wind would return it to him. He went after it and got it.

And that explains, perhaps, why today he is an important figure in one of the biggest of corporations. He has never waited for someone to get something for him.—CLIFFORD SLOAN.

teen teams. The Pennsylvania was right on our heels with twelve teams. The freight traffic team from St. Louis was the only out-of-town Illinois Central team to enter the tournament this year. We missed the Kankakee boys and are sorry the crack team from Herrin failed to enter the tournament.—W. E. DuBois.

The League Standing April 12

Team—	Won	Lost	Percent- age	High Game	High Series	Aver- age
Gen'l Supt. Trans.....	68	16	810	888	2,573	805
Audr. Misc. Accts.....	61	23	726	896	2,510	778
General Freight.....	58	23	716	977	2,690	798
Engineer B. & B.....	54	27	667	891	2,517	768
V.-P. Purchasing.....	49	35	583	858	2,416	743
Gen'l Supt. Mtve P.....	48	36	571	870	2,448	747
Eng. M. of Way.....	46	38	548	941	2,703	765
Land & Tax.....	44	37	543	851	2,370	725
Auditor of Disb.....	41	43	488	881	2,442	762
V.-P. Accounting.....	35	46	432	835	2,407	721
Chgo. Term. Imp.....	34	47	420	940	2,389	727
Terminal Supt.....	32	52	381	849	2,303	716
V.-P. & Gen'l Mgr.....	29	52	358	828	2,315	712
Chief Engineer.....	28	53	346	851	2,362	720
Officers.....	22	62	262	819	2,311	692
Chief Special Agent.....	11	70	123	816	2,211	664

The Twenty Leading Bowlers

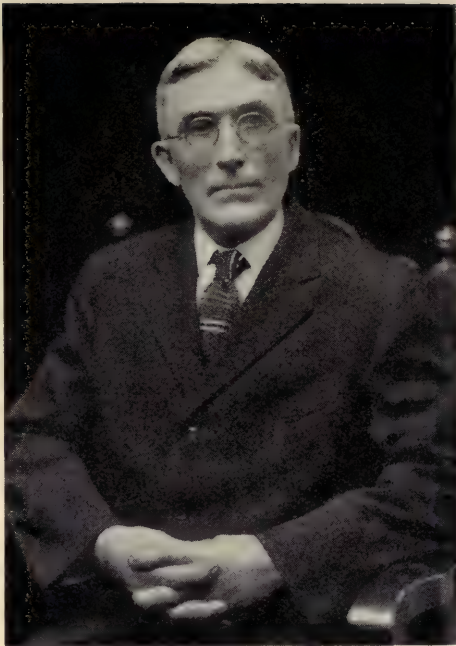
Name	Games	High Game	High Series	Average
Knodell	81	247	606	179
Koch	75	258	643	170
Rolf	83	235	669	170
Block	69	211	569	167
Larsen	84	232	568	167
Rittmueller	84	213	561	165
Breitzke, B.....	60	215	557	165
Grismore	69	222	626	164
Collier	84	220	581	164
Kelly	84	214	577	164
Brown	69	209	550	163
Silverberg	75	222	539	163
Grace	75	214	571	162
Dischinger	68	196	544	161
Tremblay	69	242	609	160
Bailey	84	233	563	160
DuBois	83	204	562	160
Stone	75	222	550	159
Mack	81	236	561	159
Klingens	84	212	553	159

YARDMASTER RETIRES

Garrett Hutton, yardmaster at Cedar Rapids, Iowa, was retired on pension on account of poor health, November 30, 1922. He entered our service May 1, 1902, and had been continuously employed ever since.

Mr. Hutton started railroading December 1, 1880, as a brakeman on the B., C. R. & N. between Cedar Rapids and Albert Lea, Minn. December 20, 1881, he was transferred into the yards at Cedar Rapids as engine foreman.

Those were the days when railroading was extremely dangerous, the days of the old link and pin; there were no automatic couplers on cars, no way to cut the cars apart except to go in between them and pull the pin, and in some cases there were



Garrett Hutton

three pins to pull. In making one cut and coupling cars together, it was necessary to go between the cars to couple them up, and it was a common occurrence for a man to lose a couple of fingers or a hand. But this danger has now been largely abolished by the automatic coupler.

Mr. Hutton resigned from the B., C. R. & N. May 1, 1902, to accept a position as yardmaster for the Illinois Central at Cedar Rapids. During all his years of railway service he never suffered an injury of any consequence.

Mr. Hutton was born March 7, 1861, at DeKalb, Ill. His mother died in 1864, and in 1867 he moved to Iowa with his father; they settled in Cedar Rapids, which has been his home ever since. When Mr. Hutton first went to Cedar Rapids it was a small village, and it is with much interest and enthusiasm that he tells of its development and growth. On June 26, 1885, he married Miss Anna Condon of Garryowen in the Cathedral at Dubuque. To this union four children were born: Mrs. Charles Adams, George Hutton, and the Misses Loretta and Edna Hutton, all of Cedar Rapids. Miss Edna Hutton is now employed as car clerk in the freight house at Cedar Rapids.

Die when I may, I want it said of me, by those who knew me best, that I always plucked a thistle and planted a flower when I thought a flower would grow.—LINCOLN.

Maintenance
of Way
Department

Material Means Money

Save It

Water

*When the tank is dry, we
know the worth of water.
—Poor Richard III.*

Regardless of all that has been said as to the cost of water, the popular conception that it is a thing of little value evidently remains firmly fixed in the minds of many, and they are either deaf or indifferent to the plea of conservation in its use.

Three-fourths of the earth's surface is covered with water; it is also present in abundant quantities in many places below the surface and is as free as the air in its natural state, in rivers and lakes and in the ground, but it requires engines, boilers, pumps, pipe-lines, wells, tanks and fuel and labor to bring it from its source to the point of use. Water, therefore, has a definite value when flowing from a tank spout, faucet or other opening and should be handled with the same economy as any other material.

Chicago has Lake Michigan at its doors, with an abundance of water free to all who



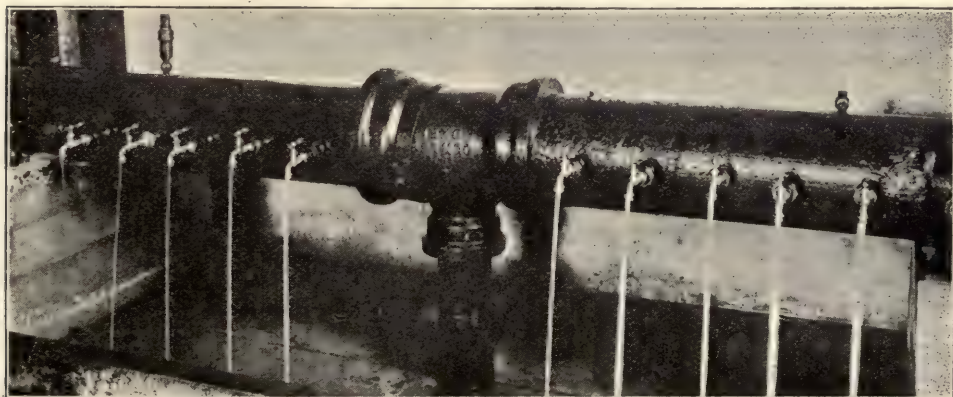
wish it, yet Chicago spends annually more than \$10,000,000 to deliver this water to its citizens.

The Illinois Central System's water bills for city water in 1922 totaled more than \$250,000. The cost of water purchased from Chicago alone amounted to more than \$60,000, while at New Orleans the cost of city water was \$18,000. The cost of water for freight locomotives was \$497,379.99, or nearly half a million dollars. Passenger engines used water costing \$164,417.60, while it cost \$114,254.03 to supply switch engines with water, a total expense for water for all purposes in excess of a million dollars.

These figures show conclusively that water forms a very important item in the expense of operating a railway system

and emphasize the necessity for preventing all unnecessary waste of water.

Water offers more opportunities for waste than any other commodity used on a railroad, as it is many times greater in volume and is handled by a greater number of persons than any other item.



Graphic exhibition of loss of water through various sized orifices, as made by water department, St. Louis, Mo.

some a trifle over 87 and some a trifle over 88, the range being about 1 per cent. Can it be said that there was water in government securities at that time? Of course, there was not. And I merely speak of it to show the unfairness of that contention for finding the value of the roads on that basis.

Take Illinois Central securities as an example. The difference between the market value of the Illinois Central securities on September 12, 1921, and the present time is represented by \$62,000,000. If you go back far enough and take 1906, when Illinois Central stock was selling at 175 as against the 113 or 114 today, and apply the same basis of values as to all the securities issued, you will find that our property today is worth \$222,000,000 less than it was in 1906. Anyone who knows, the road knows that such is not the fact, that it certainly is not worth any less today than it was in 1906, and yet that is the sort of thing that Senator Brookhart's method of arriving at the valuation would prove.

Effort to Bring Government Ownership

Now, what is the purpose behind all of this agitation about reducing railway rates and reducing the valuation? It has behind it the effort to bring about government control, government operation of these railroads. If we needed anything else other than our own experience under federal control and the impression that it left in the minds of everyone who had to use transportation, all in the world we have to do is to look at the record and the experience of other countries that have undertaken to manage, operate and control their railroads publicly. Why Canada, with 22,000 miles of railroad under state control, paid a deficit last year of some \$73,000,000 for the pleasure of operating its railroads. The people of Canada didn't do that because they wanted to. They did it because they were compelled to take these railroads over in order to operate them at all. There was such a tremendous scope of country covered by these lines and so many persons involved that there wasn't anything else for the government to do but to take the roads over, and I suppose the Canadians are making the best of it. Surely we, in this country, with all of the experience we have had with government operation and government control of anything that we know anything about, never will consent to the creation of a condition that will put the 265,000 miles of railroad in this coun-

try under government ownership and subject to all of the conditions that surround the handling of any large public questions under those conditions. I don't believe it. What would we lose in the amount of taxes? The Illinois Central Railroad paid in taxes in 1911 and 1912, ten years ago, a little more than \$3,000,000. In 1922 we paid \$12,500,000. The railroads of this country paid in 1910 \$97,000,000 in taxes; they paid last year more than \$300,000,000. Now, under government control the first thing that would happen would be that there would be no further payment of taxes by the railroads, and that deficit would have to be made up to the states and cities and the national government.

How to Maintain Private Control

So, to me it seems that government control of the railroads of this country is absolutely inconceivable, and yet here is the question that every American citizen has before him to consider. Every man who is interested in the welfare of this country must understand that transportation, transportation by rail, is as essential as light and air and water and that some way must be found to support these railroads. In my opinion some way must be found other than that of having the government handle them for you.

Now, what is necessary in order to maintain private control? The thing that is necessary is to see that these railroads are permitted to enjoy an income that will permit of their providing you with all of the transportation that you will need and when you need it. To do that they must have earnings above the cost of operating the railroads that will permit of their borrowing from time to time the new money that must be had to make the improvements that are required to keep the roads going. There isn't any way on earth that the thing can be done except through the payment of rates and fares.

What I am pleading for is for a continuation of the permission, if you please to call it that, of working under the Transportation Act until such time as we have been given an opportunity to see whether or not we can make it work in such a way as will enable us to meet the transportation requirements of the country. I do not agree with all of its provisions, but I do realize this: If any effort is made to change it, when we get through with it we will find on our hands something inevitably worse than we now have.

Present Ownership of the Railroads

I want to speak to you a moment on the question of who owns the railroads. There are about eight hundred thousand persons

in this country who own directly the stock of the railroads, and I have no doubt there is an equal number of persons who are owners of the bonds. In addition to that, you all know that the life insurance companies of the country and the savings banks are all large owners of railway securities. Now, a great many persons used to think (maybe some of them still think) that the railroads of the country are owned by somebody in Wall Street. I think you all know that that is not true. All that Wall Street does, all that the bankers in Wall Street do, is just exactly what the bankers in other sections of the country do when they sell securities. They buy the securities from whoever has them for sale, be it a railroad or anyone else, and they sell them throughout the country to the people who want to invest in them. They don't keep them. What they do is to take a commission for the sale of these securities. Sometimes they may take a little bit more than they ought to, but again, all business men know that that depends upon the credit of the man who is trying to borrow the money. The banker may not give as good terms to one man as he does to another because of the question of credit. A lot of things are involved in it. Now, take the Illinois Central. We recently put out an issue of some \$13,000,000 worth of bonds. How did we do it? We went to our bankers; we agreed upon a price. Then we went to the Interstate Commerce Commission, in conformity with the law, and we obtained its consent to the sale of these bonds to the bankers. In the meantime, the bankers had put them in the hands of bond salesmen all over the country, and even before the consent of the commission had been obtained, subject to our getting its consent, probably all of those bonds were sold.

They talk about the bankers' controlling these railroads. Speaking for the Illinois Central, I can say this: I never go to New York to our board of directors, on which there doesn't happen to be a single banker, to ask it for anything or about anything except money. There is no one down there who tells me what to do in the matter of operating the Illinois Central System, and all that I ever go there for, to talk about, is simply to obtain from the board of directors the necessary appropriations to do some of the work that we are trying to do in improving the transportation facilities of the road. And I imagine that nearly all of the other executive officers of the country are in the same position I am in.

The Farmers and Freight Rates

I talked to the farmers out at Manches-

ter, Iowa, a short time ago. I was invited out there by the Jones Mill Grange. It is relic of the old granger movement of the 70's. The members have their little hall, their monthly meetings, their lunches and all that sort of thing, and they asked me to come out there and talk to them about this railway question. I talked to them about freight rates. They were very much interested out there, of course, in the rates on corn and the rates on hogs, and they had been taught to believe that most of their troubles were due to the fact that freight rates were so high. Now, I put this proposition before them: I took the rate on hogs. I think the rate on hogs in 1913 was 18 cents a hundred pounds; at the time I was talking about it, the rate was 27½ cents a hundred pounds. At that particular time hogs were selling in Chicago at about \$7.75. The entire rate amounted to only about a quarter of a dollar per hundred pounds out of a price of \$7.75. Now, I said again, will anyone say that any reduction in that rate or any increase in that rate, any increase that has been made or any reduction that might be made, would render the growing of hogs profitable if it is now unprofitable? I took the rate on corn. The difference between the rate then in effect and the rate in 1913 was only 3 1/3 cents a bushel. I called their attention to the fact that a year before that corn had been quoted at 39 and 40 cents. At that particular time it was quoted at 64 cents. Today it is 78 and 79 cents. I pointed out to them that the daily fluctuations were more at times than the entire freight rate. What I was trying to show them was that it was not the freight rate that was hurting the farmer; it was the gross price, and it was the increase in the price of everything that he consumed as against the decrease in the price of the only thing that he produced.

A Comparison with Hard Roads

Now, I want to talk to you about the hard roads question. In the valuation of the railroads there are some, as I have already stated, who want to show that the railroads were overvalued, and I have made this comparison for them. I said: Take the line of the Illinois Central. We have a capitalization in the hands of the public representing about \$400,000,000. We have 6,200 miles of road—not of track but of road. We have 10,000 miles of tracks, main tracks, second tracks, yard tracks, tracks of all kinds. Now, you take your \$400,000,000 and divide it by 6,200, and you have a valuation of \$64,500 a mile. If you divide it by the 10,000 miles of track you have \$40,000 a mile. Then, I said, take our 75,000 freight cars and our 1,850 loco-

motives and our 1,700 passenger train cars, and take half prices on them, just half of the current prices, and you find a value of \$175,000,000. Take that from your \$400,000,000 and you have \$225,000,000 left, representing the right-of-way, bridges, signals, shop buildings, stations, Chicago terminal, New Orleans terminal and all the numerous holdings at cities and towns served by the Illinois Central System. That is about \$22,500 a mile. Then, I said, take the cost of a hard road. I am told here in Illinois that the average cost of our hard roads for this year is somewhere between \$26,000 to \$30,000 a mile. Now, will anyone say that the Illinois Central's 10,000 miles of tracks, exclusive of equipment, but including all of these wonderful expensive terminals—probably a hundred million dollars wouldn't cover the value of the Chicago terminals alone—is not worth more a mile than the average cost of building hard roads in this state? Of course, nobody will deny that, but the difficulty is that we can't get those illustrations before all the people. I am sure that every person within the sound of my voice will say that if the hard roads cost from \$26,000 to \$30,000 a mile, surely all the tracks of the Illinois Central System, with everything they include, are worth more than \$22,500 a mile. And yet that is a figure that compares with the results obtained by the Interstate Commerce Commission in finding the value that it found.

The Problem of Motor Trucks

I have been asked to talk to you a moment about the motor trucks. I haven't a word of criticism, myself, to make of the conditions under which the motor trucks of this country are being operated on your hard roads. I merely want to state some facts. Your roads are built from taxation collected from the railroads as well as from other taxpayers of the country. When you make the appropriations for the construction of these roads, in the first instance, you don't usually provide the money that is necessary to keep them in adequate repair. Certainly no one who has to do with this question, I believe, has ever thought for a moment that the people would permit the roads to be used in such manner as to be destroyed within very much less time than if they were devoted to the purposes that they were originally intended for. The motor truck is, in its larger use, of comparatively recent origin, and the difficulty about it, as I see it, is this: You can't afford to put the investment into these hard roads that will enable you to permit the trucks to use them at a price that the trucks can afford to pay if they are going to make the necessary contribution toward that increased cost. If

you are not prepared to build roads that the trucks can use, then you can't afford to permit them to continue their use under the conditions that now obtain.

I don't speak of the question of competition with the railroads, because so far as we are concerned on the Illinois Central and in this territory, the competition of the motor trucks in the carriage of freight is such a small item that we never could find it, and I am speaking of it more as a question that involves taxation in which we have the same interest as any other citizen has.

The motor truck has its place as a feeder to the railroads. It has its place in the carrying of goods in these wonderful terminals. I wish it would take away from the railroads, and as far as we are concerned it may, the great bulk of the short haul stuff. It costs us more to handle than we get out of it, and we would rather have the trucks take it; to the extent that they do take it, we believe they will prove to be a valuable adjunct to the railroads, but I do not believe they ought to be permitted to use the highways of the country under the conditions now existing.

Barge Line Still an Experiment

Take the waterways, another subject on which I have been asked to say a word. A great many of the advocates of the development of the waterways of this country are too often persons who do not care so much about knowledge of the question and the needs of transportation in developing a certain waterway as they do about obtaining the necessary appropriation of money to be spent in their community. So they say that it is necessary to develop the waterways of this country in order to provide the transportation that the "broken-down" railroads of the country can't provide.

Let me show you how perfectly silly that is. The annual tonnage of export and import freight handled through the ports of this country amounts to about a hundred million tons. Last year we handled from originating points, not transferred from railroad to railroad, a billion and a quarter tons. In other words, the total export and import tonnage amounted to less than 10 per cent of the total originated by the railroads of this country. And yet these people talk about going into the interior and improving some interior waterway for the purpose of relieving the general transportation situation. It would be perfectly silly and ludicrous if it were not in some instances a pretty serious question.

I haven't a word to say against the improvement of any waterway that ought to be improved, and when the waterways are improved I believe that the railroads as

well as other citizens of the country ought to be encouraged to use them. I speak, in that connection, of the Mississippi in particular. As a product of the war, an appropriation of about \$12,000,000 was made for the improvement of the Mississippi in respect to navigation, not for the improvement of the river itself, but in providing the instrumentalities of navigation, the barges and the tugs. That plan has been in operation now something more than four years. Notwithstanding the statements that have been put out, and I say this advisedly, the proposition has not yet been put on a paying basis. However, from the very beginning it has been the policy of the Illinois Central System to do everything that it could in the way of making connections, providing the necessary divisions of rates on through business and doing everything that was possible to facilitate the interchange of business with the barge line. We are doing this so that, when the experiment comes to an end and if it proves to be a failure (and I hope it will not prove to be a failure), no one can charge the Illinois Central System with having had a part in bringing about that failure. On the other hand, if it proves to be a success, then we want the right to claim the privilege of using the water route, just as others use it. If it is shown to be in fact a more efficient and a more economical means of transportation than the railroad, then what we want is the privilege of using it as an adjunct to the Illinois Central System. We are in the transportation business, and there isn't any reason why we can't do the job just as well as, and I believe better than, anyone else.

Importance of Good Public Relations

Just a word on the question of the relations between the railroads and the public. I believe that whatever misunderstanding on the part of the public toward the railroads exists today is almost altogether due to our failure to take the public into our confidence and to tell the public the things about the railroads that it ought to know. We of the Illinois Central have for some time been pursuing that policy, and I don't mind telling you that I think it has paid. Not only has it paid in promoting better understanding between the management of the road and the people it serves, but it has had this very essential effect: It has had a wonderful influence on the attitude of our employes not only toward the management of the company but also toward the people with whom they come in contact.

I am reminded of a little incident that occurred about two weeks ago. I was calling one Sunday, and the lady of the house where I called told me of something that

happened that had interested her very much. She called up one of our local stations to ask what time it was. It seems that the telephone people have a regulation under which their telephone operators are not permitted to give the time over the wire. She said a man answered the telephone, and she asked him if he would be kind enough to give her the time.

He said: "Certainly; it is sixteen minutes and five seconds and two ticks after four." "Well," she said, "that is very kind of you, very nice of you." "Well," he said, "that is all right, madam. I am simply doing what I think the management of this railroad wants me to do."

Now, that is an illustration of the effect of the sort of thing we have been talking about, and that is service to the public. It has gone down through the rank and file of our employes, and let me say in that connection I don't believe there is a railroad in the United States that has a more efficient, loyal, up-to-date, snappy lot of employes than the Illinois Central. They are always ready to serve. They are ready to serve the owners of the property, and they are ready to serve the patrons, knowing, as they do, that in serving the patrons of the road they are serving the owners.

Railway Employees Are Not Overpaid

Speaking of the employes brings me to the question of pay. We hear a good deal about the Labor Board and the high rates of pay which have been fixed. Now, so far as I am concerned, the Labor Board can't fix the rates of pay too high, provided they don't put them on a higher basis than the business will stand. I don't think you can compare the wages paid all of our railway men with the wages paid men in outside employment, but if you do you will find that our men are very greatly underpaid as compared with, shall we say, the coal miners or the painters and the plasterers and the carpenters and the building trades in Chicago. But when you take our trainmen, the engineers and firemen, conductors and brakemen, you will find that those men may receive pretty high rates of pay as measured by the case of people in some of the small towns; but when you take into consideration the hazard of their employment, the length of time that they are away from home, the hours that they have to work, on duty at any hour of the day or night regardless of weather conditions or whatever it may be, you will agree with my point of view that they are not overpaid. I only wish the business would stand paying them more, but there is a limit. Labor takes about 60 per cent of the cost of operation of the railroads, and there is a limit beyond which we can't go

and at the same time yield to the public the service that it is entitled to have at a price which it can afford to pay.

Railway Plans for the Future

One more word. At a meeting of all the executives in New York last week, at which I was present, we were told that this year we were going to be called upon to handle the greatest volume of traffic which we have ever handled in the history of the railroads of this country. We believe we are going to be able to do it, and we set for ourselves the task of making an average of thirty miles a day with our cars. I think the average last year was perhaps about twenty-five miles. I am not speaking of the Illinois Central now, because ours was very much higher than that. We also planned to increase car loading to thirty tons per car. The average for the last year was about twenty-eight tons. In the meantime, taking the roads as a whole, we have provided for improvements this year, in the way of equipment and other facilities for handling the business, \$1,100,000,000, and last year we spent \$440,000,000 for this purpose. That means, for the two years, about a billion and a half dollars. Now, to do that shows that the railway men of this country have faith in the fairness of the people of the country; that they appreciate the necessity of increasing transportation facilities and are willing to

go their full length to bring that about; that they have faith that there will be no unfavorable changes in the laws and that nothing will be done that will interfere with their being able to raise the very large sums of money that are necessary to make these improvements.

As far as I am concerned, I look forward to the future with great confidence. We operate through fourteen states, the legislatures of eight or ten of which have been in session just recently. As far as I know, there has not been a single law antagonistic to the interests of the railroads of the country passed recently in any one of those states. But demands are being made, for example, to reduce the length of trains. They talk of reducing the length of trains to a maximum of fifty cars. If the Illinois Central in 1922 had had only the carloads, which means length of train, which it had in 1914, it would have meant four million more train miles in 1922 than were made. Reducing the number of cars in a train means nothing but increasing the cost, and, after all, whatever increases the cost on the railroads, arising from unwise legislation, must go back to the people to pay.

I have talked longer than I intended. I am much obliged to you for your interest and much obliged to the committee for giving me the opportunity to be here.

Some Husky Lemons Grow Along Our Line



Near the tracks of the Illinois Central System at Frenier, La., there is one of the smallest lemon and orange orchards in the world; but when it comes to the specimens of fruit grown, that is different. There are only six trees in the orchard, three lemon trees and three orange trees. The land is pretty much a swamp on all sides, and its fertility seems peculiarly adapted to lemon growing. The trees are about 3 years old. The prize lemon grown this year, shown

in the accompanying illustration, weighs about three pounds and measures very close to five inches in diameter. Each lemon tree has borne about thirty-five lemons, which readily bring a quarter apiece, as they are somewhat larger than the average grapefruit. A total of \$35 worth of fruit has been sold from the six trees this season.





Doctor Jekyll vs. Mr. Hyde in Railroading

By A. C. FREIGO,
Chief Dispatcher, Indiana Division

RAILWAY work is hazardous, one of the most hazardous of employments that takes its toll from the pick of America's workmen, but to its hazards man himself contributes unnecessarily.

Work efficiently; do your bit as best you know how; be as valuable an employe as you possibly can and as much of a live wire as you safely know how to be; but under no circumstances take any chances, in order to get your work done in a hurry, that will shut you off your activities as an employe. Bear in mind the duty you owe to your employer, your family and yourself, which is bound up in your ability to remain an active employe and not become a helpless cripple, useless to industry and a burden to your family and friends. If you have no interest in yourself, at least show a desire to save your limbs and life, which are necessary to your dependents. Practice "Safety First."

The railroads do not want their employes maimed and killed; so let us adopt a broad policy that will insure satisfactory service under safe conditions. There is nothing mysterious in the safety movement; it is simply a common sense proposition, dealing with a particular form of conservation of the human body. The more thought and study one gives accident prevention, the more one is impressed with its simplicity and the necessity for education along purely common sense lines, so that every individual will learn to use ordinary precautions to prevent injury to himself as well as others. Let us work with our safety committees; give them our full support; when any wrong or irregularity has been remedied, give them credit; and when you have cause for complaint, make it decently but emphatically.

Study Accidents to Prevent New Ones

Defective appliances, dangerous track conditions and defective equipment should be reported to the proper officers at once, so that unnecessary hazard need not be assumed. Let every accident be studied carefully, to the end that another one of the same character may be prevented. Let everyone get right down to honest, fair-minded safety work and reduce our in-

juries and accidents to the minimum. Carelessness, thoughtlessness and negligence are three things to stop.

New employes require more or less intensive education and closer supervision to protect them from personal injury. Experience has demonstrated that when business increases, unless accidents are controlled by some successful system of prevention, accidents will increase, because of the fact that to handle the increased business new men must be employed. When new men are employed, accidents increase. Old-timer, never neglect to warn the new-timer when you see him violating a safety rule. You do not have to wear a safety button to do it. It is your duty and may be the means of saving some fellow from getting killed or injured.

An arm or leg finds no safe place between



A. C. Freigo

draw bars; switchmen at times are careless in working between bad order cars without proper flag protection, or jumping on the head end of engines while they are in motion. There are times when it is necessary for trainmen to get on and off while cars are in motion, but they know how, or they would not be trainmen. Certainly there is never a call for anyone else to do so. One would not be likely to jump out of a boat into deep water unless he could swim; it is just as foolish to get on or off a moving train unless you know how. We cannot learn how to board or alight from a moving train by being told, any more than we can learn to swim by reading books of instruction. Both are matters of instinct developed by training. It is better to be carried by or walk back or be left behind than to alight from or board a moving train at the risk of injury. What if it is slower? It is safer.

Money Can't Pay for Injury

Each year large sums of money are paid out on account of accidents, but, as large as these figures are, money is no compensation for the loss of relatives, friends and companions nor for the physical agony the injured person may endure. What safety committees can accomplish will not only reduce the expenditures of such large sums of money but will also supply more than all gold and silver can offer as a balm for silenced lips or missing smiles.

Men and women of today try to find out where they can obtain the best clothing, shoes, groceries and other necessities of life for the most reasonable prices. Naturally their attention is called to the merchant who advertises his goods. He makes a noise; he attracts their attention; hence he gets their patronage. So it is with safety. If you have anything good, talk about it, not only at the "Safety First" meetings, but in your everyday work. Live it, preach it, demonstrate it, and by your example someone else will get the habit.

American railway men as a whole deserve much praise for their regard for the property and lives committed to their care. The average shipper can commit his goods to the railroad with full confidence that they will

be transported safely and delivered promptly in good condition. The average passenger can board the train and feel much safer than if he walked or rode in an automobile, for the railroad is safer than the highway.

Doctor Jekyll and Mr. Hyde

Harmony is an incentive to safety. In our work, if we want safety, let us think safety, harmony and love. Often we dislike other persons and do not work in harmony. This is wrong; meet all with a smile and feeling of safety when you are working with them. You will gain their confidence, and you will be able to trust them to do their work in a safe manner. No train is safe when a brakeman dislikes the conductor, or vice versa. The man who is happy in his work is the man who will win. The man working on the railroad has more to make him optimistic and happy, I believe, than the man in any other occupation.

The story of Doctor Jekyll and Mr. Hyde is a good illustration of the typical attitude toward safety. These personalities exist in all of us.

Doctor Jekyll tells us to lead pure lives, shun dissipation and take proper rest when off duty.

Mr. Hyde says we live but once and we will be a long time dead.

Doctor Jekyll says that a signal improperly displayed, defective track conditions, defective equipment, irregularities of any kind should be reported to the proper officer.

Mr. Hyde says: "Take a chance this time."

Doctor Jekyll says: "Go back and flag, and be sure to go back far enough." Mr. Hyde says: "What's the use? There is nothing coming."

Doctor Jekyll warns us not to go between cars, push draw bars with our feet, jump on the footboard of engines moving toward us, to stay awake on duty, to look in both directions before going on tracks, to perform our duties carefully.

Mr. Hyde says: "I have been doing unsafe things a long time and never got hurt."

So it is with one's safety. It is a question as to whether Doctor Jekyll or Mr. Hyde is on the job.

A Good Workman Never Neglects Safety

By C. E. HORSLEY,
Assistant Roundhouse Foreman, Waterloo,
Iowa

My recollection is that the first organized railway movement I knew of to promote the great fundamental principles of "safety" was about 1912. At that time railway shop employees and other men engaged in dangerous vocations connected with the

railroads took up the idea of accident prevention with great enthusiasm. I was appointed on a committee to help put the movement into effect, I recall, and in the course of our activities in this regard we visited most of the big railway shops on the system where I was employed at that time. Safety methods in the shops were not systematized as they are today. It was



C. E. Horsley and his family. Mr. Horsley entered the service of the Illinois Central at Freeport, Ill., in 1898, as a machinist apprentice. In 1902 he left this company and spent about a year drifting about the country, being employed for a time by the Great Northern and Union Pacific railroads. He soon returned to the Illinois Central and worked for this road at Clinton, Ill., and at Burnside, Ill., shops until 1906, when he took a position with the Chicago, Milwaukee & St. Paul Railroad at Dubuque, Iowa. In 1917 he came back to the Illinois Central once more and has remained with this road since. He was made assistant roundhouse foreman at Waterloo, Iowa, in 1919. During his twenty-five years of shop and mechanical service, he has never been injured.

the duty of our committee to ascertain the methods in use, to make suggestions and to stimulate interest in the principles of accident prevention.

We found men in all cases anxious to co-operate in the movement. Representatives from the various departments were appointed, and meetings were regularly held. Reports were made to the general supervisory committee, which consisted of officials and foremen with authority to enforce orders that were issued.

Protective measures were introduced, such as safeguards of a mechanical nature, screens for open glass and many things before that time unknown. All defective tools were watched closely and either repaired or replaced at once. Employees wore

"Safety First" badges, or buttons, to keep the idea constantly in mind, and the result was readily discernible in a falling off of personal injuries.

After all is said and done to prevent accidents, the final test is the carefulness of the individual. Where men are careless or indifferent, the likelihood that somebody will get hurt is always present. A man not only must be careful for his own safety but must think about the safety and well-being of others who are associated with him.

Most men are fairly careful, but the enthusiasm that originally attended the "Safety First" movement has become now less noticeable. The idea has grown so commonplace, I suppose, that men take it as a matter of fact and have lost interest in it. It is no longer new and novel. At the same time, it is just as important as it ever was. The man who is employed in a railway shop or at any other work where a moment's carelessness may result in loss of life or limb to himself or another cannot afford to relax his vigilance. He must think safety until it becomes second nature with him. Habits of carefulness are just as easily formed as habits of carelessness.

Men no longer wear buttons as reminders. But the danger of accidents still remains, and the good workman never forgets that fact. I would like to see more enthusiasm and interest in safety precautions displayed by railway shop workers. I speak more particularly of railway shop practice, since that is the line of work with which I am most familiar. Safety devices are in general use everywhere nowadays. I have no fault to find in that quarter. Accidents should be largely preventable, as a rule, under present conditions. The responsibility rests with the men themselves. Organization and co-operation will prevent accidents and personal injuries.

AN APPRECIATIVE HOBO

On extra No. 716 north, about 9 p. m., March 17, a negro hobo rider who had been put off of the train at Leland, Miss., Vicksburg division, and who had got on without the knowledge of the conductor, knocked on the caboose while the train was running about thirty miles an hour and notified Conductor S. S. Buck, who was in charge of this train, that a brake beam was down on SRDX-23826 and might cause an accident. The conductor stopped the train, went to this car and found a brake beam down. He put the brake beam up, and the train proceeded with only about fifteen minutes' delay.

The train crew had last inspected the train at Leland, twelve miles from the point where the crew was notified the brake beam

was down. The hobo rider claimed he was riding this car and had just heard the brake beam come down when he notified the crew. This car was forty cars from the engine.

"This goes to show that the Vicksburg division boys are always on the job, and outsiders, seeing the interest displayed,

have got to where they have formed the same habit," writes H. H. B., in reporting the incident.

Service is doing the things people want when they want 'em. The first thing one has to do to give service is to see with the other fellow's eyes.—SAMUEL MOODY.

NEWS OF THE DIVISIONS

GENERAL OFFICES

Office of Auditor of Freight Receipts

Several of our employes are buying homes south of here, in Avalon Park and Riverdale, one going out as far as 147th Street.

Miss Beatrice Peterson became Mrs. E. H. Nelson on March 22. The office force presented her with a beautiful chest of silverware.

Office of Assistant Secretary

Mrs. H. Talbert, whom most of us know as "Madaia," of the assistant secretary's office, paid the office a short visit recently. Mrs. Talbert is on a six months' leave of absence owing to poor health.

The Men's Bible Class of Avalon Park Methodist Episcopal Church, 81st Street and Dante Avenue, Chicago, gave a minstrel show on April 23. The entire cast was composed of members of the Bible

class, of whom nine members are employed in the various departments of the Illinois Central general offices at Chicago. The first scene of the performance was arranged to represent a dining car scene

A NEWS-GATHERER



J. W. Brown, our St. Louis division editor, was born and reared in Union County, Illinois. He finished public school, had three years' work at Southern Illinois Normal University, Carbondale, and was graduated from Valparaiso University, Indiana, in 1909. He entered the service of the Illinois Central in the mechanical department in 1913, and later worked in the maintenance of way and structures department. After service in the transportation department at Mounds, Ill., he was transferred to the division superintendent's office at Carbondale in 1915. He was in military service at Camp Funston, Kansas, doing field clerk work, in 1917, and returned to railway service at Carbondale in the latter part of 1918. He is now employed in the office of Superintendent J. W. Hevron at Carbondale.



Here we have Mrs. E. A. Barnes, wife of the secretary to the engineer, maintenance of way, Chicago, and her son, Everard Barnes, 2½ years old. Everard and his mother will leave Chicago May 5 to spend the summer with relatives at Nantes, France. Mrs. Barnes, whose home was at St. Nazaire, France, was married to Mr. Barnes while he was in service in France during the war.



Above is a view of the noon meeting held April 12 in the machine shop at Burnside shops, Chicago, under the auspices of the Railroad Y. M. C. A. The speaker is Dr. R. A. Allen, an industrial lecturer of the Y. M. C. A. In the last fifteen months Doctor Allen has given eight health lectures to groups of employees at Burnside.

on the Illinois Central. Its staging was made possible by the loan of several costumes used in the service by employees of the road. From the jokes and fun-making in general it was not a hard matter to observe that the Illinois Central service rendered the citizens of Avalon Park is greatly appreciated. The minstrels proved a success in every way. Owing to the great demand for a second performance, the show was repeated on the night of April 12 and again played to a large and appreciative audience. Among those who participated in the performance are the following Illinois Central employees: O. H. Hallmann and W. W. Alverstrom, general superintendent of transportation department; W. T. Riggs, purchasing department; R. B. Thomas and E. W. Ballard, building department; B. D. Johnston, valuation department; W. W. Badger, engineering department; H. E. Byrum, office of engineer auditor; C. H. Leyerle, road department.

CHICAGO TERMINAL

E. C. Harper

Chief Accountant

Office of Superintendent

W. J. Thomas, clerk, terminal superintendent's office, has been transferred to trainmaster's clerk at Harvey. Lawrence Marshall succeeded Mr. Thomas as clerk.

Glen Gardner, accountant, has been transferred from the terminal superintendent's office to the roadmaster's office as supervisor's clerk at Chicago.

Congratulations and best wishes are extended to Mrs. E. F. Bennett, formerly Miss LaVina Woolever, stenographer, terminal superintendent's office, who was married on December 28 last. Knowledge of the event has only recently become known.

Along the Line (C. Y. Kenny)

J. Huff, switchman at Randolph Street, was run over by a suburban engine about 9:30 a. m., March 16. Some switching was being done, and Mr. Huff

May, 1923

stepped over on another track, not noticing the suburban engine.

Joseph McAnnish, 24 years old, son of Conductor J. McAnnish, Illinois division, died at 11:55 p. m., March 18. The funeral service was held at St. Patrick's Church, Kankakee, at 9 a. m., March 22. He leaves a widow.

Suburban Passenger Service (Marion Pressler)

Mr. Heldenbrandt, custodian at 63d Street, has returned from a pleasant trip to points in Florida.

J. W. Dodge, Jr., general foreman, recently wrote the following letters to H. H. Evers, towerman:

"I have your letter of March 20 in regard to extra No. 1657 passing Harvey at 3:15 a. m., March 20, with about fifteen cars and brake sticking on a refrigerator car, causing it to become red hot. On behalf of the management, I wish to thank you for the interest you have taken in handling irregularities of this kind, which is very much appreciated."

"I have your letter of March 21 relative to extra No. 1636 north, by Harvey at 2:50 a. m., with brake rigging dragging. I am very pleased to note the interest you displayed in stopping the train and having the brake rigging repaired, thereby avoiding a possible derailment."

ILLINOIS DIVISION

Iva Phipps

Office of Superintendent

C. W. Davis, Champaign district trainmaster, has been made chairman of the committee to examine all employees on the system on the transportation department book of rules. Mr. Davis is being relieved by C. C. Chapman, formerly night chief dispatcher. E. C. Slingman is now night chief dispatcher.

Mrs. Kathryn L. Johnson, who has been employed at Champaign for more than eight years, has been transferred to a position as stenographer in Mr. Blaess' office, Chicago. Mr. Johnson is employed in Mr. Porterfield's office.

Mrs. Charlotte Carmack has accepted a position as stenographer in the accounting department.

Miss Lillian O'Brien, stenographer, has returned to work after an absence of more than a week due to illness.

Mr. and Mrs. C. S. Collier are the proud parents of a baby girl, Lois Anne. Mr. Collier is an instrumentman.

L. M. Sands, accountant, has been granted a 90-day leave of absence effective April 16.



Chief Gardener H. S. Moulder, Mrs. Moulder and their children, Robert, H. S., Jr., and Margaret Ann, taken at their home at Champaign, Ill.

One Hundred Three

Miss Emma Maher has accepted a position as stenographer to Trainmaster J. T. Stanford.

E. R. Purkheiser, formerly operator at Kankakee, has been appointed dispatcher at Champaign.

W. F. Woolard has been transferred from the Mississippi to the Illinois division as instrumentman.

Champaign Yard Office

(Grayce Ferguson)

Ronald Childers and Paul Carothers have recently been employed as yard clerks at Champaign yard.

F. F. Wilson, first trick operator at Champaign yard, has just purchased a new home in O'Neil Court, South State Street.

Tom Toohey, yard clerk, who has been off duty for the last month on account of severe illness, is reported to be getting along well and rapidly regaining his strength.

Yard Clerk Roy Ford has purchased a new motor car.

INDIANA DIVISION

Florence McShane

Secretary to Superintendent

Office of Superintendent, Mattoon, Ill.

(Mary Reinschreiber)

Sunday afternoon, April 15, the Treble Clef Club gave its yearly open concert at the Methodist Church, to which the public was invited. The program consisted of vocal and piano solos and duets, quartets, double-quartets, 4-1 and 8-hand piano numbers and a xylophone number. Several persons connected with the Illinois Central, who are members of the club, took part as follows: William Bledsoe, son of Chief Dispatcher J. W. Bledsoe, played a xylophone number—"Second Hungarian Rhapsody," by Liszt. Miss Florence McShane, secretary to the superintendent, sang the obligato part in a double quartet consisting of four men and four women—"Inflammatus," by Rosinni. Miss Lorraine Anderson, daughter of Engineer R. R. Anderson, was one of the members of this double quartet. Miss Eunice Trott, daughter of Conductor J. Trott, gave a piano solo—"Barcarolle in A Minor," by Schubert.

Agent and Mrs. H. L. Young and children of Griffin, Ind., are contemplating a trip to Los Angeles in the near future.

O. E. Cowgill, formerly agent at Armstrong, Ind., has accepted the ticket agency at South Pekin, Ill. A. H. Brown has succeeded Agent Cowgill.

Effective April 16, second and third trick operators at Browns, Ill., in addition to the Illinois Central work, started doing the telegraphing for the Southern Railway.

Agent W. F. Barton of Dalton City, Ill., was pensioned April 1.

C. E. Mehringer, who has been on special work concerning embargoes at Indianapolis, Ind., resumed his old job as second trick operator at Wisconsin Street yard, Indianapolis, April 11.

Office of Trainmaster, Palestine, Ill. (Blanche Pugh)

W. T. Pemberton, agent

One Hundred Four



Paul Beall, engine foreman; Paul Stockover, switchman; William Eaton, engineer; yard engine No. 179, Mattoon, Ill.

at Bloomington, Ind., has been granted an extended leave of absence. He is being relieved by R. B. Smith, agent from Palestine, Ill., who is being relieved by Operator G. B. Calvert of that station.

The many friends of Agent R. B. Smith of Palestine, Ill., were surprised when he and Miss Lois L. Mace were married Wednesday, April 4, and immediately left on their honeymoon. They have been at home since April 15.

A daughter, Mary Louise, was born to Brakeman and Mrs. H. E. Garrard April 9.

Effective April 11, A. G. Welk has been appointed night yardmaster at Indianapolis.

Office of Trainmaster, Mattoon, Ill.

(Zella MacNair Rose)

The Illinois Central has delivered the Big Four Railroad at Mattoon 141 cars of strawberries since March 1, and the season is hardly started.

A. W. Philhower, better known as "Squirley," has a new motor car and is all set to go fishing.

Glen Foote, brakeman, went to the Wisconsin division during the slack business on the Indiana division. He likes it so well that Mrs. Foote has joined him, and they have decided to remain there.

Office of Roadmaster, Mattoon, Ill.

(Bonnie Snorgrass)

I. F. Loy, father of O. S. Loy, paint foreman, passed away at the home of his son in Mattoon, March 22, after an illness of several months, at the age of 58 years. Burial was at Effingham, Ill., Ill.

C. L. Rager, report clerk, was operated on at the Decatur and Macon Counties' Hospital at Decatur, Ill., April 2, for appendicitis. He is improving rapidly and expects to be able to resume work about May 1.

K. K. Cavins has accepted a position as rodman, V. B. Olson having resigned. Mr. Cavins worked for this company previously at Mattoon and also at Champaign, Ill., several years ago.

Edmond Strong has accepted the position as clerk to Supervisor Frank Murphy at Bloomington, Ind.

H. H. Cordier, formerly track supervisor at Newton, Ill., who was forced to retire on account of ill health, shows no sign of improvement and is confined to his bed constantly.



Here is Miss Catherine Stephenson, stenographer in the superintendent's office at Mattoon, Ill. Her toes are as nimble as her fingers. Miss Stephenson does classical dancing as a sideline.

Office of Chief Dispatcher, Mattoon, Ill.
(W. C. Scott)

Effective April 13, an additional telephone operator was employed in our office. This makes two shifts, which gives continuous service from 5 a. m. to 9 p. m. Miss Myrtle Flaherty, who formerly worked from 3 a. m. to 5 p. m., now has her hours from 5 a. m. to 1 p. m., and Miss Greta Crabtree, the new operator, has her hours from 1 p. m. to 9 p. m.

Dispatcher and Mrs. C. C. Ratcliffe are the proud parents of a fine baby girl born March 18. The young lady has been christened Mary Jane.

E. E. Boyer, agent at New Harmony, Ind., has taken a sixty days' leave of absence. He is being relieved by E. W. Minor, regular agent at Hidalgo, Ill., who in turn is being relieved by D. E. Cummins, extra operator.

Dispatcher O. A. Knight is the possessor of a new coupe and promises us all a ride when the weather is suitable.

J. R. McGowan, agent at Wheeler, Ill., is also driving a new motor car.

Accounting Office, Mattoon, Ill.
(Noriene Quinn)

Two of our force, Hugh Whisenand and Gene Watts, are the possessors of new automobiles.

Several of the accountants are somewhat distressed because the houses which they are occupying have been sold and it is up to them to get busy in a hurry and find other places in which to live.

Master Mechanic's Office, Mattoon, Ill.
(Flora Adrian)

Paul Gano, machinist apprentice at Mattoon shops, and Miss Ruth Andrews of this city, were quietly married in Sullivan, Ill., February 22. Both are well known in Mattoon.

Carmen of Local No. 5 had a get-together meeting on Tuesday, April 10. The officials of the division and all the foremen were invited, as well as members of the various crafts. Master Mechanic Bell was the principal speaker of the evening, and all the foremen made short talks, after which refreshments were served.

Material has just been received to cover the installation of an electric motor on the turntable at Indianapolis, Ind.

Some of the material is on the ground to take care of the hot-water washout system to be installed at Indianapolis, Ind., which will be a great benefit to the locomotives handled at that terminal.

A fish fry was held in the new meeting room at Indianapolis, Ind., shops on the evening of March 16, under the auspices of the shop organizations, for a general "get-together" purpose. Invitations were sent to the division and local officials, but owing to the conditions out on the line, on account of the high water, many of them were unable to be present. Tables were spread to accommodate about sixty-five persons, and they were well filled. After everyone present had well partaken of the fish and all that goes with it, short talks were made by the following, with H. T. Loughery, general foreman, acting as toastmaster: W. Ward, agent; W. L. Haehl, general yardmaster; W. J. Bryant, car foreman; S. J. Cromwell, engine inspector, president of the machinists; C. W. Hampton, machinist, secretary-treasurer of the

machinists; A. J. Shadelbower, storekeeper; John Resor, engine carpenter, president of the carmen; T. A. Merrick, air brake man, secretary-treasurer of the carmen. Everyone present enjoyed the affair thoroughly and had to admit that Mr. Resor, who had charge of the preparation of the fish, knew his business.

T. L. Conner, local chairman of the B. of L. E., and Mrs. Conner, have returned from a trip to southern Florida.

Agent's Office, Mattoon, Ill.
(W. P. Woolridge)

Receiving Clerk Neal Daugherty has returned from Olney, Ill., where he was called by the death of his brother.

Agent M. Dorsey's son, R. B. Dorsey of Phoenix, Ariz., is reported ill of pneumonia. Before going to Phoenix, Mr. Dorsey was platform foreman at Mattoon freight station.

Agent's Office, Evansville, Ind.
(A. W. Walling)

A happy romance culminated on April 25, when Miss Rita Stippler and Arthur F. Hupfer were married in St. Anthony's Church, Evansville, Ind. Mr. Hupfer is billing clerk in the local freight office. After the ceremony, a reception was held for the immediate family. In the evening about one hundred friends and relatives, including thirty charter members of "the Dumbell Club" (of which Mr. Hupfer is a member), were entertained by the Dumbell Quartet. Mr. and Mrs. Hupfer left on a late train for Niagara Falls, N. Y., and other eastern points for their honeymoon.

Mrs. Pansy Ogle, stenographer in the local freight office, is seriously ill at her home. Mrs. Ogle has been sick for two months, and her physicians are doubtful of her recovery.

Fritz Kunz, a brother of Agent C. C. Kunz of Evansville, Ind., who is making a lecture tour of the United States, stopped over in our city for a visit recently. The brothers had not seen each other for ten years. The visitor, who carries the degree of B.A., is a graduate of the University of Wisconsin. During his student years and since, he has traveled extensively, having twice circled the globe. Since 1913 he has been successively head of the Chief



Group at our Mattoon, Ill., shops. From left to right: S. E. LeGrande, gang foreman; W. M. Ballard, M. C. B. clerk; A. B. Roetker, gang foreman; A. Harris, wreckmaster; Thomas Rowe, mill foreman; M. Rardin, gang foreman; William Janes, gang foreman.

Buddhist College in Ceylon for three and a half years and an associate of Dr. Annie Besant, president of the Theosophical Society, in her educational and social work in India. Mr. Kunz spoke before the Chamber of Commerce at a noon luncheon, on the economic effect on America of home rule for India. In the evening he lectured to a large audience in the Vendome Hotel ballroom, on "Psychic Senses and Spirituality."

Agent's Office, Indianapolis, Ind. (Margaret Clifford)

Joe Cannon, banana clerk, Indianapolis, Ind., is no longer riding the street cars, for he is the proud possessor of a new 4-door sedan.

Agent Ward's spare hours are spent at home "listening in" on the radio programs throughout the United States these days.

SPRINGFIELD DIVISION

Della Morrison Office of Superintendent

The Springfield division dedicated April 6 and 7 as clean-up days. All station grounds, parks and company buildings were gone over, and all obsolete material removed and disposed of. It was gratifying to receive the co-operation from the shipping public in this clean-up campaign, as our patrons assisted generously in rounding up all the grain doors around elevators and having them neatly piled, which has given the property a good appearance generally.

The new telephone exchange is now completed, and all telephones in the vicinity of Clinton may now be reached through the telephone exchange.

The division offices are being re-wired. When completed, all the wiring will be in conduits, which will assist materially in reducing fire risks and at the same time enhancing the appearance of the office rooms.

One of our oldest and most competent engineers, Walter Hays, is contemplating taking his pension on account of broken health. He will be greatly missed by all of the employees on the division.

Trainmaster's Office, Clinton, Ill. (Faye Westerholt)

A student special was handled from Champaign to St. Louis, March 29, returning April 2 from St. Louis to Champaign, for the accommodation of students of the University of Illinois. The train was in charge of Conductor J. J. Millan and Engineer W. A. Hoff.

Conductors B. L. and D. P. Easley were called to Glenarm recently by the death of their father.

L. R. Langley, switchman in Clinton yards, suffered a painful injury recently when a large lump of coal fell off a coal car, striking him on the head and lacerating his face. Several stitches were required to close the wound.

Conductor C. L. Taylor of Clinton and Conductor J. L. Ford of Chicago, formerly of Clinton, have been in the employ of the Illinois Central twenty-four years this month. Both men entered the service at Clinton as brakemen on March 12, 1899. Mr. Taylor is now running the local passenger between Clinton and St. Louis, taking C. L. Freeman's place when the latter was pensioned some time ago. Mr. Ford is running the Diamond Special No. 17 and No. 18, between Chicago and St. Louis.

Miss Clara Hoyt, stenographer in the trainmaster's office, is taking a vacation, being relieved by her sister, Miss Mildred.

Conductor and Mrs. C. Cully have gone to Hot Springs, Ark., to enjoy a rest.

Brakeman Frank Rice has been granted a ninety days' leave of absence, which will be spent in making a trip to Los Angeles, Cal., and return via automobile.

One Hundred Six



Switch engine at Springfield, Ill., in 1896, with Engineer M. Hogan and Switchman H. McClain. Photograph by courtesy of Engineer L. E. Freelove, Springfield division.

Brakeman Thomas Duke has been granted ninety days' leave of absence. Mr. Duke expects to spend most of this leave on his farm in Wisconsin.

Wade and Noel Harris, brakemen, were called to Martin, Tenn., April 6, by the death of their sister.

Yard Office, Clinton, Ill. (Joe Swearingen)

P. L. Bogardus, switchman, has returned to work after an absence of three weeks on account of sickness.

E. T. Gibson, formerly a switchman, has resigned from service and is now in charge of a cafe at Amboy, Ill.

Otto Sutton, formerly a switchman, has resigned from service and accepted a position with the Sinclair Oil Company at Clinton.

Yardmaster R. W. Clemons was out of service for several days the first part of April.

On account of the heavy business being handled through Clinton yard, a night chief yard clerk has been employed. William Goff is filling this position.

R. F. Smith, switchman, is out of service on account of illness.

Road Department, Clinton, Ill. (John Phillips)

Extensive improvements are in progress on the Springfield division, consisting of three deep wells and a treating plant at Clinton; double track from West Junction to Salt Creek siding; a new 100-car capacity siding, an extension of water main and installation of new tank at Mount Pulaski; double track from East Grand Avenue to Spaulding and a modern passenger station at Vandalia, and extension of sidings at Hanson and Binney, all of which are greatly needed to handle the increased volume of business.

Rodman Jodie Buntin has been promoted to instrumentman, remaining in this capacity on this division.

Water Service Foreman and Mrs. Grimes attended a dinner at the Morrison Hotel, Chicago, on March 13, given by the water service department of the system, in honor of August Gustafson, pensioned foreman of the Iowa division. Previous to the dinner, the party visited the Municipal Pier, with Water Service Inspector C. E. Lakin as guide.

Chief Dispatcher's Office, Clinton, Ill. (Gladys Westerholt)

Charles Sebring, third trick leverman at Starnes, resigned from service, effective March 16. Mr. Sebring will farm for himself.

Mr. and Mrs. O. S. Jackson are the parents of an 8-pound son, Walter Grason, born at the family home on Sunday, March 25. Mr. Jackson is extra dispatcher on this division.

F. L. Edwards, operator at East Junction, Clinton, resigned on March 27 and has gone to his home in Girard, Ill.

Illinois Central Magazine

C. B. Troxell is relieving J. R. Downs at Chestnut, while the latter is visiting his family in Anselmo, Neb.

C. K. Black resigned as ticket clerk at Lincoln, effective April 10. He will remain in Florida, where he has been for the last few months for the benefit of his health.

J. L. Simcox is the successful applicant for second trick operator at Kenney.

George Phillips, second trick operator in "CO" office, Clinton, was off duty, sick, a few days recently. R. O. Kelley of Patoka relieved him.

R. R. Hollis, dispatcher, representing the Northern Lines, joined a committee consisting of four dispatchers at Memphis, Monday, April 9, to visit the important terminals on the Illinois Central System. This trip is made in connection with an educational plan adopted by this company to enable employes in various departments to become more familiar with the operation in general. The committee consumed two weeks on this trip.

W. Burkam, agent at Lake Fork, has been commended for his prompt action in extinguishing a fire on the right-of-way south of Lake Fork station, thus preventing serious damage to our telegraph lines.

B. R. Fite is the successful applicant for third trick leverman at Starnes.

G. H. Wilson, while on duty at Assumption, noticed a wheel sliding on No. 3/172 as it was passing that station and promptly stopped the train. This no doubt avoided an accident, and Mr. Wilson has been commended.

Around Springfield, Ill.

The automobile belonging to James Ryan, water foreman, was stolen recently, but he has been lucky enough to get it back.

H. LaValley, switchman, has taken a leave of absence to go to Minneapolis on account of the illness of his mother-in-law.

N. B. Clark, yardmaster, has purchased a new motor car, a sedan.

C. Henson, foreman at Springfield, is out of service on account of ill health.

Jerry Daniels has been out of service recently with the "flu."

J. W. Gallagher, engineer, has taken thirty days' leave of absence, which time is being spent at Hot Springs, Ark., for the benefit of his health.

R. F. Blauvelt, engineer, has given up road work temporarily and has taken yard work on account of sickness.

Engine No. 73 is back in service again after being out sixty days for general repairs.

Henry Conrad, assistant yardmaster, has been out of service with the "flu."

Freight Office, Springfield, Ill.

(Ann Merriman)

H. L. Parkinson, O. S. & D. clerk, attended a meeting of the system Board of Adjustment at Chicago, March 26 and 27.

E. P. Clements, check clerk, who has been off duty on account of illness, has returned from Chicago, where he underwent an examination at the Illinois Central Hospital. His condition is slightly improved, but he is still unable to resume his duties as check clerk.

Courteous treatment extended our patrons is a good business getter. Here is an excerpt from a letter received from the Lincoln Sand & Gravel Company, Lincoln, Ill.: "We thank you for your letter of March 31, relative to incorrect weight assessed on a car of sand, and we wish to take this opportunity to thank you for your kind efforts in helping us get the matter straightened out."

On March 31 our team track had the appearance of circus day, caused by the arrival of fifteen carloads of automobiles consigned to a local dealer, loaded in coal cars covered with canvas. This attracted much attention.

Storehouse, Clinton, Ill.

(Esther Jones)

Dewey Griffin, stockkeeper in North Yards, has returned from the Illinois Central Hospital at Chicago after having his tonsils removed.

H. Wolff, traveling storekeeper of the Chicago & Alton Railroad, visited Clinton shops recently on A. R. A. matters.

Nelson Ropp, gang foreman, who was recently injured, is recovering rapidly, and has selected his convalescent period as an opportune time to embark upon the sea of matrimony. Miss Berna Dean Spencer of Kenney, Ill., is the young woman who has volunteered to act as captain of the ship.

A garage has recently been erected at Clinton shops to take care of our motor truck.

R. E. Downing, division storekeeper, is the proud possessor of a new motor car.

Shops, Clinton, Ill.

(Flora Drago)

With approximately a million miles to his credit, Engineer Frank Miller of the Clinton district of the Illinois Central is still going strong. On December 1, last year, he completed his forty-fifth year with our company, running between Clinton and Centralia. On this anniversary of his connection with the Illinois Central, Mr. Miller recalled that he had never lost a day through injury due to an accident. It is believed this record is without a parallel. Mr. Miller entered the service of the company at Clinton on December 1, 1878, and on March 17, 1885, was promoted to engineer. Of the firemen who were in the service during the time he was serving his apprenticeship as fireman there are only two left, Austin Hall and Henry Lynch, now veteran engineers. Mr. Miller saw much freight service before entering passenger service. He is now running Nos. 105 and 102 between Clinton and Centralia, a run he has held for the last eight years. He has seen many strange and unusual things and has had many odd and curious experiences in his career as an engineer. Although most of his associates of the 70's and even of the 80's have long since retired, Mr. Miller has no idea of giving up active duty. He is still in good condition physically, and not many runners have a greater annual mileage than this veteran.

James West, boiler inspector at Clinton shops, and Miss Clara Tuggle, also of Clinton, were married in St. Louis, March 27. They will reside in Clinton.

Frank E. Norton, engineer on the Springfield division, has been taking treatment in the Illinois Cen-



Elks' Club, Litchfield, Ill.

One Hundred Seven

tral Hospital at Chicago and is getting along nicely.

General Foreman's Office, Clinton, Ill.

(W. E. Smith)

Night Boilermaker James Brown has returned to work after being absent one week on account of sickness.

Hostler Charles Brown enjoyed a 10-day leave of absence the first part of April, which time was spent in Branson, Mo.

Alvin Duckworth, machinist, who has been ill with pneumonia, is much better and expects to return to work in the near future.

Freight Office, Clinton, Ill.

(Anna E. Murphy)

William H. Crum has resigned as foreman at the Illinois Central to accept a position as salesman with the O. L. Langellier Motor Company of this city. Mr. Crum has been succeeded by Charles W. Masterson.

On account of increased business at this office, a new position has been added. Melvin Bordner, bill clerk at the yard office, is the new clerk.

J. E. Black, sealer, has returned to work after being off several days because his wife fell from the steps at her home and broke her arm.

Mr. and Mrs. V. Hadley recently lost a child. Burial was in the cemetery at Bethany, Ill.

Mr. Hadley is a check clerk at the Illinois Central freight office.

ST. LOUIS DIVISION

J. W. Brown

Office of Superintendent

Chief Clerk Culley went to McClure on April 1, his mother's 79th birthday. There are three brothers and three sisters, and this was the first time they had all been home together for thirty-five years.

Mrs. Clara P. Pratt, secretary to District Attorney C. E. Feirich, Carbondale, died at Holden Hospital April 4. Mrs. Pratt had been a citizen of Carbondale for a number of years. She was buried in Oakland Cemetery.

Edith Cromeenes resigned her position as stenographer in the superintendent's office, April 7, to take the place made vacant in District Attorney Feirich's office by the death of Mrs. Clara P. Pratt. Helen Greif will take the position made vacant by the departure of Miss Cromeenes.

Ralph Sanders, clerk, local freight office, Carbondale, has gone to Christopher to take the position as cashier in the freight office made vacant by the resignation of Della Hoffman.

Raymond McMinn, formerly road supervisor's clerk, has accepted a position in the local freight office, Carbondale.

J. J. Greer, cashier, freight office, Carbondale, who has been on a leave of absence on account of illness, has returned to the service.

L. F. Otto, engineer on the Centralia district, died at Central City, March 8.

Charles Johnson, material clerk, who was operated on some time ago at Holden Hospital, Carbondale, is back at work.

Martin Vaughn, brakeman, who was injured some time ago, is able to be out on the streets again.

Clarence Miskell, accountant, advises that announcement has been made of his marriage to Miss May Belle Dickson, Marissa, Ill., to take place May 5. Miss Dickson, who is a highly educated young woman, is at present teaching in the DuQuoin schools.

The St. Louis "Browns" baseball team, with its Manager, Lee Fohl, passed through Carbondale on train No. 204, April 12, on its return trip from spring training.

Charles Miller, pensioned shop man, Centralia shop, died March 23.

Mechanical Department, Centralia, Ill.

(Thelma Gilpin)

R. O. Buckner has been awarded the position of chief clerk to the general foreman at Mounds. Mr. Buckner was formerly timekeeper in the car department at Centralia.

John Cochran, boiler inspector at Centralia, has been appointed assistant boiler foreman on the night shift.

Engineer J. M. Jones is in California on a 90-day leave of absence on the account of the health of his wife.

J. G. Warnecke, storekeeper at Centralia, was operated on for appendicitis at St. Mary's Hospital at Centralia on April 8. He is improving rapidly.

Mechanical Department, East St. Louis, Ill.

(G. H. Krause)

Train Nos. 211-611 and 212-612, known as the Franklin County Limited, made its first trip on the St. Louis division, between West Frankfort, Ill., and St. Louis, Mo., on April 2. The train consisted of seven cars, carrying about four hundred passengers. Mr. Patterson's office car, occupied by Mr. Patterson and his party, accompanied the train on this trip. This is a non-stop train, running on fast schedule.

Locomotive Timekeeper Vivian K. Boluss is the proud father of a baby girl.

Boiler Foreman L. A. Mitchel has resigned his position at East St. Louis shops and has accepted



Picture taken on March 31 at the farewell party given for Master Mechanic C. M. Starke by the foremen in the locomotive and car departments at Centralia, Ill.

a similar position with the C. & E. I. at Danville, Ill.

W. C. Becker of Mounds, Ill., has been appointed boiler foreman at East St. Louis shops, in place of L. A. Mitchell.

M. J. Cory, record writer at East St. Louis car shops, was recently favored with the second visit of the stork at his home, the new arrival being a baby girl.

Passenger Car Foreman W. J. Robinson of the Atlantic Street yards, St. Louis, Mo., has been granted a six months' leave of absence, effective April 1. Gang Foreman A. L. Marshall has been appointed to act in his place during his absence.

Locomotive Fireman J. W. Leuzinger was recently called to Kansas City, Mo., by the death of one of his relatives.

Locomotive Fireman C. F. Thomas, who was injured at Belleville, Ill., March 18, as a result of a fall from his engine while it was taking water, died at St. Elizabeth's Hospital, Belleville, March 25.

Switchman C. F. Settlemoir, Benton, Ill., has been on a close lookout for angle cocks and air hose. He has the credit of turning in twenty-five angle cocks and twenty-nine air hose in four days.

Conductor W. S. Aitkin has turned in four angle cocks and three air hose.

The yard engine crew in charge of Engine Foreman O. V. Carr, on Tuesday, March 27, discovered a switch frog torn up and ties badly damaged at the Franklin County Mine lead on the main track. Action was taken and section men were at work repairing the frog almost immediately after the discovery was made. The work was completed in time to prevent a delay to passenger trains Nos. 605 and 602. The damage was caused by a car that had a broken tie rod. The car was located and repairs made.

L. L. Roberts, car inspector at Zeigler, Ill., reports that Engine Foreman Sandy Douglas, Brakemen Bill Douis and George Campbell, Locomotive Engineer Luke Smith and Locomotive Fireman Al Shaftner picked up and turned over to him the following material: Sixteen angle cocks, sixteen air hose, one coupler complete, one coupler knuckle. Mr. Roberts thinks that this is a very good saving compared with the little time spent on the work by the crew.

Thaddeus T. Turner, agent at Pulaski, Ill., was born at Sailor Springs, Clay County, Illinois, March 26, 1880, and died at his home at Pulaski, March 24, 1923. He was the oldest of three sons born to Joseph and Frances Turner. He was married to Miss Julia Nation at Mount Vernon, Ill., on April 24, 1901. To this union was born one daughter, Miss Helen, now 13 years old, who, with Mrs. Turner and the two brothers, Clarence and Grover, of St. Louis, Mo., is left to mourn his loss.

After leaving school, Mr. Turner studied telegraphy, and for a while was employed by the L. & N. as agent, leaving that road to enter the service of the Illinois Central February 2, 1904, with which company he had been employed continuously as agent, and for the last seventeen years as agent at Pulaski. He was actively identified with the various activities of the village, serving as alderman, clerk and treasurer. He helped to organize the Citizens State Bank of Pulaski, of which institution he had been vice-president since its organization.

He united with the Ma-



T. T. Turner

sonic lodge at Pulaski, December 5, 1912, passed to the degree of Fellowcraft March 31, 1913, and was raised to the degree of Master Mason May 5, 1913. He served his lodge as master, clerk and treasurer. He united with the Christian Church of Pulaski in 1920. He stood high in the esteem of his employers, who have shown him many considerations in his years of ill health and faithful service. He was an active member of the Order of Railroad Telegraphers and took an important part in the deliberations of that order.

His body was laid to rest in the city cemetery at Mount Vernon.

WISCONSIN DIVISION

J. A. O'Neill
Office of Superintendent

Freight Office, Freeport, Ill. (Mary H. Peck)

Recently some changes took place in the freight office force. E. Cahill, rate clerk, resigned to enter the employ of the Standard Oil Company. His place was filled by Randall Scheits, former O. S. & D. clerk, and the O. S. & D. clerk's position was given to Clarence Powers, formerly a train caller. Earl Green is leaving the freight office to accept one of the yard clerk positions at Wallace. His place will be filled temporarily by Donald R. Graybill, formerly under Agent Voight of Polo, Ill.

Several of the boys in the agent's office are taking a special La Salle extension course, fitting themselves for station agents and traffic work. So far, Randall Scheits, Louis Kracht and Francis Doyle have lined up on this course.

On April 7, after a lingering illness, Mrs. Anna Carey, 70 years of age, died. She was the mother of J. Carey, night clerk in the agent's office, and Mrs. Margaret Allen, night telephone operator, and grandmother of Charles Allen, clerk in the agent's office. Her death was caused by a complication of diseases.

A change has been made in the warehouse, freight office. George Kappes, record and seal clerk, has accepted a position as yard clerk at Wallace, his place being taken by T. J. Scannell.

Road Department, Freeport, Ill. (Frances Manion)

For their vigilance and watchfulness in discovering defective equipment, favorable mention has been placed on the efficiency records of the following employees: Section Foreman L. Ratalo, Rockford, Ill., found a brake beam dragging on GH&SA-14753, extra No. 1724, on February 16, and discovered a brake beam dragging on AT&SF-34514 on this same train while it was pulling out of Rockford siding; Signal Maintainer H. J. Stoetzel found a broken flange on IC-123094, in train No. 4/166, March 9, at LaSalle; Section Foreman S. M. Pierce discovered a brake beam dragging in extra No. 2918 at Eldena, on March 3.

During the recent high water on the Dodgeville district, it was discovered that the telegraph line used by the dispatchers was broken at point where the water was five feet over the track. As it was impossible to get to the wire on account of its being too cold to enter the water and no boats on hand, B. & B. Supervisor A. Payne got out an inch rope which he had for cleaning the track of driftwood as he passed over the district, made a loop in this rope the same as cowboys use for roping cattle, lassoed the telegraph pole, tightened the rope to the car and proceeded to the pole and made repairs to the wire in his usual casual manner.

Trainmaster's Office (M. V. Doyle)

S. H. Nelson, assistant general yardmaster at



Conductor C. L. Taylor, Engineer L. E. Frelove and crew at the Kenney, Ill., gravel pit in 1904. Photograph by courtesy of Engineer L. E. Frelove, Springfield division.

Freeport, has been appointed acting trainmaster during Mr. Rought's absence with the system board of examiners. Mr. Nelson has been in the service of the company since April 2, 1898.

J. R. Hannah, chief yard clerk, has returned from a visit in California.

Conductor R. F. Brooks, who spent the winter in Florida, has returned to service on the Freeport district.

Yard Clerk R. Rudiger has accepted a position as clerk in the freight house at Normal, Ill.

D. R. Graybill of Polo, Ill., has accepted a position as inspector of perishable freight in the office of the agent at Freeport.

Dixon, Ill. (Paul L. Reilly)

Work has just about been completed on the new \$200,000 addition to the Reynolds Wire Company of this city. Its capacity will be doubled, and the Illinois Central receives a good share of the business.

Since February we have been handling on an average four trains a week of gasoline from the C. & N. W., destined to Baton Rouge for export. Oil moves in solid trainloads, and the office force at Dixon is very busy on the days that we have these trains. It takes from fifteen to twenty minutes to handle the sixty bills through the office, and the train is forwarded via Illinois Central in from forty-five to fifty-five minutes after arrival in the C. & N. W. yards.

Cliff Gilman, son of our operator, is now an artist, drawing plows for the J. I. Case Company, this city.

The Illinois Central is filling in the lake in front of the freight office with ashes.

Ralph Cliffer, formerly employed as switchman at Dixon, is now employed by the Chandler Automobile Company of Rockford, selling motor cars.

Rockford, Ill. (D. M. Evans)

George Campbell has resigned his position as chief yard clerk and is now in the traffic department of the Northern Illinois Utilities Company of this city.

Paul Knapp of the warehouse force attended a convention at Springfield.



At Rockford, Ill. Left, H. R. Aufdenspring, assistant agent; right, D. M. Evans, warehouse foreman and magazine correspondent.

Joe Yuccas, formerly a pilot on a Lake Michigan steamer, is now employed at this station.

Howard Young has resigned from the signal department and has taken a position in the freight house.

W. Abraham, who served as yard clerk for some time, has been promoted to the billing department.

Edward Ray, assistant foreman at East Rockford, was passing around the cigars recently. He had stolen a march on his friends and got married. There are but four confirmed bachelors left at this station now.

Ben Schriber, chief bill clerk, and D. M. Evans, freight house foreman, made a freak election bet, in which Ben was the loser. Ben was a good sport and gamely per-

mitted a rope to be placed around his neck, after which he was led around the passenger station in payment of the bet.

Hugh Dove, warehouseman, has resigned to take charge of an Atlantic & Pacific store in this city.

Fred Stern, warehouseman, has rented three lots and expects to do considerable truck gardening this summer.

Shops, Freeport, Ill.

One of the most notable events of the Easter season was the bunco and dancing party sponsored by the Illinois Central Shopcrafts at Odd Fellows Temple, Freeport, Ill., Saturday evening, April 7. Upon entering the hall, everyone noticed the huge drum suspended from the center of the ceiling. At the hour of 10, in the midst of a circle two-step, countless balloons and buckets of confetti rained down upon the dancers from the suspended drum. In the basement bunco was played by those who did not care to dance. The balcony was filled by those who cared to watch the dancing.

These parties are growing in popularity and are being attended by shopmen and their families, not only from Freeport but also from other points on the Illinois Central System. Among the out-of-town guests April 7 were: W. B. McGrew, Champaign, Ill.; H. L. Crowell and Fred Follette, with a delegation from Waterloo, Iowa; George Turner, Burnside; W. O. Johnstone, with a delegation from Dubuque, Iowa; A. G. Wettergren, with a delegation from Fordham yards, Chicago.

The entertainment committee consisted of James Battice as chairman, John Wright, Ed Baldwin, Harley Schroeder and Ed Strohacker, ably assisted by their wives.

MINNESOTA DIVISION

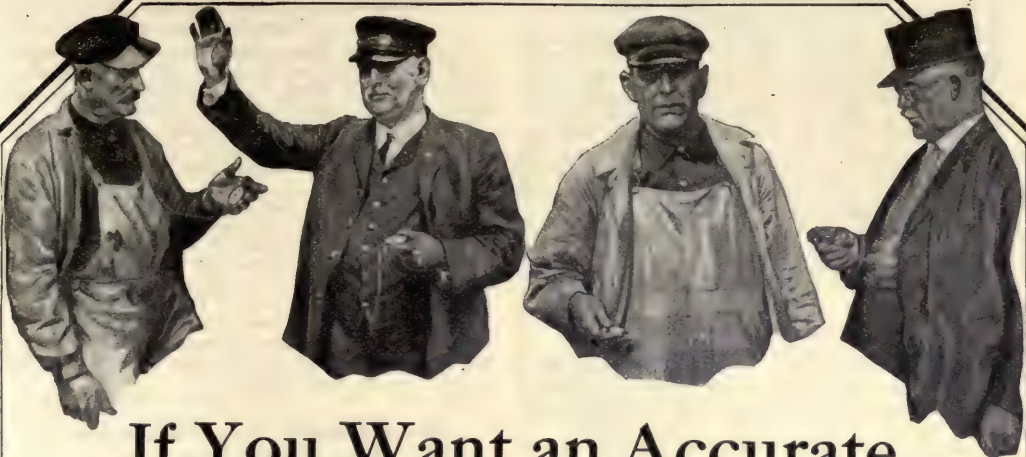
Lucille Sims

Secretary to Superintendent

Mrs. E. E. Truitt, wife of Operator Truitt, passed away at her home at Independence, Iowa, on March 25, after a three days' illness. Mrs. Truitt leaves to mourn her loss her husband and three children.

Dispatcher L. W. Morton has returned to work, after spending a short vacation in Kansas City. Mr. Morton met Mrs. Morton there and accompanied her home. Mrs. Morton has been spending the winter months in Arizona on account of ill health.

H. A. Brown has been assigned second trick at Peosta; Operator J. D. Krumwide is doing extra work at Portage; Operator G. L. Hutchins of Du-



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Hamilton Watch

"The Railroad Timekeeper of America"

buque Junction has been granted a thirty days' leave of absence on account of illness.

recently pensioned, has been succeeded by C. A. Collins of Dubuque.

Freight Office, Waterloo, Iowa (Mabel Ridpath)

Operator J. E. Davis has returned to work after spending three months with his family in southern California. While at San Diego he took an ocean voyage to Coronado Island, Old Mexico, and while on this trip saw one of the large fish of the Pacific, a whale. All on the ship were glad that the whale was headed west and that he kept going in that direction. Mr. Davis was awarded a position as third trick operator at Tia Juana on the San Diego & Arizona, during the racing season.

Miss Linna Gardner, claim clerk, has returned to work after an absence of ten days, during which time she was confined to her home with a case of measles.

Mechanical Department, Dubuque, Iowa (Harold Hilbert)

Pensioned Engineer Pat Printy has returned from San Antonio, Texas, where he spent the winter months. Mr. Printy returned in time to enjoy some of our northern April winter weather.

Fireman Harmon Buckley is recuperating at his home on Locust Street after a severe attack of pneumonia.

Engineer A. D. Struhs is the proud father of a baby boy.

Several of the carmen and their wives attended the banquet and dance given by the shopmen's association at Freeport, Ill., April 7. The Carmen's Association of Dubuque held its annual banquet and dance at the home of Floyd Rinard on Bluff Street recently. Everyone in attendance reported an enjoyable evening.

Road Department, Dubuque, Iowa (H. E. Shelton)

Assistant Engineer C. I. Van Arsdalen moved his household goods to Dubuque from Freeport recently and is now residing at Coventry Court.

R. L. Maynard, employed on this division as rodman, has been promoted to instrumentman and transferred to the construction department at Monee, Ill. Joseph R. Collins of Decatur, Ill., succeeds Mr. Maynard.

Supervisor J. Carey of Manchester, Iowa, was called to Freeport recently by the illness of his sister.

E. F. Lynch, chief clerk to Roadmaster Rhoads, has returned from a sojourn in the balmy Southland, the trip including Palm Beach, Jacksonville and Miami.

P. Nolan, pensioned section foreman, has moved from Apple River to Galena to make his home.

J. R. ("Buddy") McGuinness, assistant foreman in Dubuque yards, has been promoted to foreman, Section No. 12, East Dubuque.

Paul Gerlich, Jr., of Galena, Ill., has been appointed assistant foreman at Dubuque, succeeding J. R. McGuinness.

Foreman Owen Goodwin returned to work recently after being on the sick list for several days.

Mrs. H. W. Probus of Apple River, Ill., wife of Section Foreman Probus, underwent an operation in the Freeport Hospital recently.

Bridge Foreman A. E. Demander is again working after being confined in the Illinois Central Hospital, Chicago.

B. & B. Foreman W. C. Stewart,

Trainmaster's Office, Waterloo, Iowa (Frank Hardy)

Russell Harold Fuller, son of Brakeman and Mrs. H. H. Fuller, died at his home, 324 South Barclay Street, Waterloo, April 9, of a complication of diseases. He had been ill for five months.

The many friends of Conductor G. Willier of the Albert Lea district will regret to learn that he is still confined to the Illinois Central Hospital, Chicago.

The following has been received from Brakeman A. E. Smith, who is spending the winter in St. Petersburg, Fla., on account of Mrs. Smith's health: "There has been a great amount of vegetables moving from here this winter, but not so much citrus fruit as there was last season. I saw Doctor Dowdall last week and had a nice visit with him. I also met J. A. Osborn the day he was starting for home. We are both enjoying our trip and hope to be back to work in the near future."

Master Mechanic's Office, Waterloo, Iowa (Hazel Joyner)

We welcome our new roundhouse foreman, J. Kurth, who has succeeded H. H. Seeley, who was promoted to master mechanic at Centralia, Ill.

C. N. Hostetler, accountant, is now on the sick list.

Fireman R. L. Truax was injured at Peosta, April 7.

Melvin Turner, machinist helper, recently broke his arm while cranking his motor car.

A number of our employes attended the dance given at Freeport, Ill., April 7, by the shopmen of the Illinois Central.

Ray McLaren says that the next person who wants to know how much water he has in his radiator will have to look himself. Ray received a serious burn on the right side of his face by holding a



Group at roundhouse, Springfield, Ill., about 1896. Front row, left to right: Fireman F. Mather, Engineer J. W. Gallagher, Engineer S. F. Burt, Engineer L. O'Brien, Engineer L. P. Kurt. Back row, left to right: Fireman L. E. Free love, Fireman F. Beaty, Engineer T. B. Scott, Fireman Ned Porter. Photograph by courtesy of Engineer L. E. Free love, Springfield division.

match over the top of the radiator to see if there was any water in it. He found it exceedingly full of alcohol.

Shops, Waterloo, Iowa (R. F. McLaren)

There have been so many weddings, births, etc., of late among the employes of the boiler shop that the men have become accustomed to looking for their regular issue of cigars every time they check in at the window. Four of the boilermakers who have recently come to the decision that two can live as cheaply as one are "Heavy" Geier, "Dude" Bisbey, Joe Wormuth and Don Kreiger.

George Schmidt, boiler maker helper, recently submitted to his second operation this winter at the Illinois Central Hospital in Chicago. Reports indicate he is doing nicely.

Freight Station, Dubuque, Iowa (Grace Phillips)

Improvements now authorized and under construction at Dubuque include the erection of two banks, a church and a convent, also street improvements that will cost approximately \$2,350,000. Outside contracts which have also been closed cover shipments of 350 carloads of crushed stone, sand and gravel and lumber. Out of 300 carloads of lumber received during March, the Illinois Central handled 108. With all these improvements now under construction and in sight, the business conditions, as far as Dubuque is concerned, look favorable.

The unusual appearance of a large number of sea-gulls in the vicinity of the harbor one day recently attracted the attention of a great many passers-by.

The following from our department have been on the sick list, but are again back at work: Carolyn Stuber, telephone operator; Milton McLean, car clerk; Connie Cornelius, warehouseman; Pete Carney, caller; C. D. Collins, checker.

A large craft, known as the "Kiwaniis," which is now under construction at the Dubuque Boat & Boiler Works, will soon be ready for launching, after which it will be moved down stream to Cairo, Ill.

Since Theo Regnier has been relieved from the Tabernacle Chorus, he has been singing for the American Legion and also at the Elks' Club.

Fred Meyer, delivery clerk, and his family, are in Lavina, Mont., enjoying a month's sojourn.

J. E. Allison attended the expense meeting which was held in the general superintendent's office April 6, at which time the curtailing of expenses was discussed. Mr. Allison has spent a large portion of his time making trips in connection with the "No Exception" campaign.

Freight Office, Cedar Rapids, Iowa (Josephine Doyle)

Miss Josephine Doyle, cashier's clerk and correspondent from Cedar Rapids, is slowly recovering from a serious operation undergone recently.

Miss Edna Hutton, car clerk, is confined to her home on account of illness.

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A 7-room house with full cement basement, furnace heat, garage, chicken house, grape vines and fruit trees. Three blocks from the Illinois Central depot at Hazel Crest, and four blocks from Markham yards. It is the best buy in Hazel Crest if taken at once. Easy terms if desired. Phone or write:

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Phone: Harvey 439 M

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IOWA DIVISION

Emmett Coffey,

Chief Clerk to Roadmaster

Waterloo District

(Mary Christensen)

Nels Peterson, section foreman, Cedar Falls, has resigned to accept a position with the C. & M. & St. P. Railroad at Elgin, Ill.

Seward Lemley, trackman, Blairsburg, was called to Athalia, Ohio, recently by the death of his father.

John Erlewine, section foreman at Ackley, has been transferred to same position at Cedar Falls.

Arthur Abbott, formerly assistant foreman at Fort Dodge, has been promoted to section foreman at Austinville.

John Asikin, trackman, Council Bluffs, has been promoted to assistant foreman, Webster City.

James Abbott, assistant foreman, Webster City, has been promoted to section foreman, Cherokee.

Fort Dodge, Iowa

(Ned Bracken)

Harry Coffey, caller, employed at Fort Dodge for the last seven years, has resigned to take a position as brakeman on the Waterloo district.

Homer Rhodes, engineer, Omaha district, has returned to Fort Dodge after spending the winter in California.

Roy Flynn, stockkeeper, Fort Dodge, has purchased a new coupe.

Cherokee, Iowa

(Anna Donahue)

Patrick J. Toohey, for many years employed as section foreman at Fort Dodge, who resigned in

1919 to go farming in North Dakota, has again returned to the service and is located as section foreman at Cherokee.

W. E. Palmer, section foreman at Gaza, has resigned his position and moved to Bonnie, Ill. His place has been taken by S. Metsos.

P. Ugulano, section foreman at Manson, has returned to work after an extended absence due to the injury of his son.

C. Hanson, section foreman, LeMars, who has been on a leave of absence on account of illness, has returned to work.

Along the Line

M. F. Coffey, flagman, Omaha district, has returned to work after being absent several months on account of sickness.

J. T. Williams, agent, Correctionville, is absent from service on account of sickness.

Dorothy Dillon, agent, Sulphur Springs, has resigned her position.

Sympathy is extended to William Coyne, switchman at Fort Dodge, on account of the death of his father.

Agent O. A. Anderson has been commended for having made temporary repairs to a telegraph wire.

Brakeman R. Hoover has been given favorable mention for discovering brakes sticking on the wheels of a passing train, stopping the train and informing the crew.

Operator E. L. Wilson has been commended for discovering a brake beam down.

Operator J. C. Van Matre has been commended for discovering a brake beam down and causing repairs to be made.

Section Foreman G. Forsman has been commended for discovering a brake beam down.

Suitable mention has been made upon the record



F. W. Shaw, train baggageman on our line between Kankakee, Ill., and Bloomington, Ill., saw the picture of engine No. 1171 in the March issue of the Illinois Central Magazine and sent us this picture of what he calls the original engine No. 1171, with a group of employees, taken in 1903 on the turntable at Kankakee. Those in the picture whose names we have been able to learn are, from left to right, front row: 1, Jim Farre, hostler; 3, Carl Norden; 4, Dick Einfeldt, carpenter, now pensioned; 5, Mr. Redinsky, carpenter; 6, G. E. Patterson, then agent at Kankakee, now general superintendent of the Northern Lines; 7, Warren Woodruff, clerk to the roundhouse foreman, now pensioned; 8, John Clifford, section foreman; 9, Charles A. K. Axen, rip track foreman, now pensioned; 10, Robert Robinson; 11, T. Reimis; 14, Mr. Shaw, acting roundhouse foreman; 15, Joseph Francoer, roundhouse blacksmith; 16, Sam Bennett, coach cleaner, later pensioned and now deceased. F. W. Shaw, fireman, is on the engine just in front of the cab, and John Greenwood, engineer, now pensioned, is in the cab.

THE ILLINOIS CENTRAL RAILROAD

Is now engaged in one of the largest undertakings of its kind in the Middle West, viz., the electrification of the suburban lines and the building of the new Markham Yards. This project will, of course, entail a tremendous expenditure of money and real estate values will go skyward when the results of this activity begin to be apparent.

HARVEY, ILLINOIS

Being the only market place of any importance within reach of this improvement and being located right in the center of this construction work, will also necessarily be the home of thousands of Illinois Central employees. Homes and home sites *are not plentiful now* and in a very short time it will be practically impossible to find anything desirable.

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of Agent R. F. Wightman for discovering a brake beam dragging on a train and stopping the train so that repairs could be made.

KENTUCKY DIVISION

Anne Sweeney,

Office of Superintendent

Paducah, Ky.

(Jesse H. Hessian)

On Thursday, April 5, Bert P. Griffith was married to Miss Lila John Mitchell at the home of the bride in Nashville, Tenn. After a honeymoon in Louisville, the couple returned to Paducah to reside on South 6th Street. Mr. Griffith is employed as a switchman in the Paducah terminal. During the war, Mr. Griffith was one of the first to answer the call. In April, 1917, he enlisted in the navy, where he served for four years on the Mayflower.

Frank Patterson Coburn, well-known conductor on the Kentucky division, died at his home in the Ellis Apartments, Paducah, March 28. Death was due to heart trouble. Conductor Coburn had been in the employ of this company for twenty-eight years, and at the time of his death was conductor on trains Nos. 801 and 822 between Paducah and Cairo. He was a prominent Mason and Shriner and at the time of his death was chief conductor of Wingo Division of the Order of Railway Conductors. He is survived by his widow, one son, Thomas P. Coburn of New Castle, Ind., and one daughter, Miss Gladys Coburn of New York City. Burial was at Metropolis, Ill.

Mechanical Department, Louisville, Ky.

(G. W. Shaughnessy)

Car Oiler R. F. Trompeter reports the arrival of a newcomer at his home April 3. Her name will be Alma Louise.

A supper and meeting held in Association Hall, Louisville, Tuesday evening, April 3, under the Auspices of the Association of Carmen, was largely attended by carmen, officers and others. Supper was served at 8 p. m., and credit is due to Car Inspector Warren Dobbins, who acted as chairman of the committee on arrangements. After the supper a talk was made by Supervising Agent W. S. Thomas on loss and damage to freight. Mr. Thomas explained to all the amount of money the company had to pay out last year for claims and told all how each one could help to eliminate this waste of money by paying closer attention to cars before they were placed for loading and making rigid inspection and proper repairs to all classes of cars. Mr. Thomas was followed by J. R. Reid and James Hyman, car foreman, who made short talks on the proper inspection of all cars to avoid claims, and Car Inspector J. J. Shaughnessy and Car Repairer Jake White made short addresses on the relation of the new association and the Illinois Central System.

Mechanical Department, Paducah, Ky.

(G. C. Barnes)

W. C. Scofield, who served as blacksmith foreman at the shops a number of years ago, was a welcome visitor one day recently. Since leaving Paducah Mr. Scofield has been in the service as blacksmith foreman, Chicago.

Labor Foreman J. D. Olsman returned to the service recently after a leave of absence in Florida.

While all of the shop employes regret the loss of Master Mechanic J. F. Walker as their supervising officer, they are overjoyed with his well-merited promotion.

The fuel demonstration cars, in charge of O. L. Lindrew, were recently at Paducah for a couple of days. Classes in fuel conservation were well attended by engineers, firemen and others concerned.

The new Illinois Central brass band is making rapid progress. It is reported that there are now twenty active members. Uniforms have been ordered, and some contracts have been made to furnish music for various occasions within the next two months.

R. E. McCarty, a prominent engineer on the Kentucky division, died at the Illinois Central Hospital April 5. Mr. McCarty had been on this all. He is survived by his widow, daughter and three division since July 20, 1895, and was well liked by sons, all of Paducah.

Engineer M. V. Rucker and family recently returned to Paducah from Florida, after a three months' leave of absence.

Princeton, Ky.

(Studie Cash)

On April 3, T. T. Cunningham, interchange clerk at Hopkinsville freight house, and Miss Mildred Rich, also of Hopkinsville, were married in Louisville, Ky. Rev. Mr. Nicholson, pastor of the Christian Church of that city, officiating. Mr. Cunningham has been in the employ of the Illinois Central since 1915, with the exception of eighteen months, which he spent in France during the World War. Mrs. Cunningham is the daughter of Mrs. L. T. Rich of Hopkinsville. After spending a few days in Louisville, they returned to Hopkinsville.

Flagman Robert S. Towery, who was injured in an accident at Providence, March 15, is improving rapidly and will soon be able to resume his duties.

Operator "Buck" Crawford, formerly of Louisville, is now working with us at Princeton and will be an addition to our baseball club this season.

Train Dispatcher C. E. Gaddie, who has been at Norton's Infirmary, Louisville, for ten days, is doing nicely and will soon be able to be out again.

Operator G. R. Newman, who has been sick for the last several weeks, is back at work.

Office of Superintendent, Louisville, Ky.

Miss Katherine Dufficy, secretary to the roadmaster, has gone on a tour of Florida. While there, Miss Dufficy will visit Mr. and Mrs. Eugene Crouse, formerly of this city, at St. Augustine. She will also visit Miami and Key West. From Key West she will go to Cuba for a short visit before returning.

Supervisor of Signals J. P. Price, who had an interesting article on signals in the April issue of the magazine, which attracted a lot of notice, has been requested by the *Railway Signal Engineer* to be allowed to reproduce the article in its May issue.

W. M. Rice, instrumentman at Louisville, has been



Loading signal cases and fitting up new signals on the Kentucky division

transferred to Chicago, and F. T. Thompson has been appointed to take his place.

Local Freight Office, Louisville, Ky.
(John T. Higgins)

George Oliver, messenger, was injured recently while en route from the yard office to this office. He was riding a bicycle when he was struck by a motor car, which threw him to the ground and injured his foot and back, confining him to his home for a week.

The Louisville Railroad Relief Association, composed of railway employees, at its meeting April 12, re-elected its officers of the preceding year. In this list W. H. Bartlett, our agent, retained his office as director.

A merit and demerit system was put into effect at this station at the beginning of April. It affects the billing and expense clerks and the receiving and checking clerks.

Miss Nellie May DeLaney of this office and George Edward Sensbach are to be married June 27, preceding which time Miss DeLaney will be bridesmaid for one of her chums.

Again our artists come to the fore with a donation of their talent in several vaudeville acts on April 10 at Banner Hall, under the auspices of the Mount Zion Lodge entertainment committee. Miss Edna Hermann took the part of a nurse in a small sketch entitled "The Wake," a depiction of life in the tenement district of East Side, New York. Harry Schoenlaub played again the blackface comedian with the Dixie Trio and also appeared in another small sketch entitled "Bits from Joy-Land," accompanied by Miss Irene Hermann. Clifford Slider and his music makers furnished the syncopation. The entertainment closed with an act by John Nuxol and Herbert Nadel, the latter formerly a headliner on B. F. Keith's Metropolitan time. William Tillman Allen acted as usher at the performance.

April 8 to 14 was music week in Louisville, and throughout the entire week various musical programs were offered the public gratis to induce it to a higher appreciation of the art. The week was ushered in with special programs by the various churches throughout the city, followed through the week by performances given by the civic clubs, schools, teachers of music, choral clubs and ended with a program by the St. Louis Symphony Orchestra. Martin Berger was a soloist at Mr. Panther's Studio. Mr. Panther has had Martin under his tutelage for the last several months. Walter Miles, also a student of his, appeared with the Knights of Columbus Concert. Martin Berger and John Higgins also appeared in this concert, which was given during Music Week.

Signal Department
(J. P. Price)

Authority has now been received for the construction of new second main track and cut-off between Clarks River and the Tennessee River, a distance of 16.8 miles. This new track will be protected by new automatic block signals. The north end will terminate at the Tennessee River bridge. The switch governing the movements from double track to single track will be protected by interlocking signals operated from the Tennessee River drawbridge interlocker.

Assistant Engineer C. C. Harris and party have arrived at Paducah to take charge of the engineering work in connection with the construction of the new second main track and cut-off between Clarks River and the Tennessee River.

The construction of new yard and terminal facilities at Central City is progressing nicely. The States Corporation Company, which is handling this work, has received another new steam shovel, which has been placed at work at the north end of the new yard.

Signalman E. J. Davis has been promoted to the position of signal testman vacated by the promotion of J. A. Sauer.

May, 1923

"Interesting and intelligent."—N.Y. Times

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*Time is the great test.
The most efficient and
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KERITE INSULATED WIRE COMPANY
NEW YORK CHICAGO

Assistant Signal Maintainer B. M. Lusk of West Point was the successful applicant for the position of signal maintainer at Central City vacated by the promotion of E. J. Davis.

Signal Maintainer J. N. Sisk of Grand Rivers was the successful applicant for the position of signal maintainer at Paducah, vacated by the transfer of A. M. Pfeiffer.

Signal Gang No. 1 is now engaged in relocating signals at Beaver Dam on account of the construction of new passing track.

TENNESSEE DIVISION

Rufus Kemp, Jr.

Office of Trainmaster

James A. May of Union City, Tenn., has accepted temporary employment as stenographer-clerk in the superintendent's office at Fulton. Mr. May's father has been associated with the Mobile & Ohio Railroad at Union City for several years.

Floyd S. Irby, assistant file clerk at Fulton, has expressed his intention of resigning his position May 1 to enter the store of his father, who has dissolved partnership with the Irby-Redfearn Drug Company and purchased the stock of Charles B. Wiedemann, formerly the Gem Pharmacy, Fulton.

R. M. Walsh and Frank Flemings have accepted positions as yard clerks at Fulton, Ky.

E. E. Mount, clerk in the chief dispatcher's office, Fulton, has been granted a ninety days' leave of absence on account of ill health. His place will be filled by U. R. Jones, Trainmaster Ellington's clerk at Jackson, Tenn., who formerly worked in this capacity and also in the roadmaster's office.

Several changes were occasioned when Garnishment Clerk Herbert Rankin departed for California on April 1 on account of the ill health of his wife. He is succeeded by R. D. Benedict, who in turn is succeeded by Robert P. Witty. Extra Clerk J. E. Boone, Jr., will take the place of Mr. Witty.

Track Supervisor J. M. Jackson reports that Flagman W. R. Hales found a broken rail near Covington, March 13, reported it, and probably prevented a serious accident at this place.

Southern-134725 arrived at Crutchfield, Ky., March 7, train No. 91, at 2:40 p. m., partly loaded with merchandise. The car was made empty and sent north on train No. 92, at 4:07 p. m. the same date. There were 4,965 pounds of local freight unloaded from the car, checked directly out of the car to consignees, the car remaining at Crutchfield only one hour and twenty-seven minutes. Crutchfield is a 1-man station, G. L. Elsey being the agent; but evidently he uses both hands and his head, as this is an unusually good record.

The crew of extra No. 1734 south, March 21, consisting of Engineman J. D. Randolph, Brakeman Vester Webb and negro Fireman Robert Johnson, stopped the train and picked up two boxes of canned goods on the right-of-way one mile south of Mounds and brought it to the supervising agent's office at Fulton, Ky., for disposition. Investigation later developed that a merchandise car in a freight train had been pilfered at this location only a few nights prior to the finding of the merchandise, and the supposition is that this merchandise was stolen at that time.

Master Mechanic's Office, Jackson, Tenn. (May Ransom)

Engineer S. C. Howell, who was injured at Samoset, Ala., on March 2, is able to leave the hospital and has gone to his home in Haleyville.

The youngster who came to Jackson, Tenn., on March 16 to make his home with Storekeeper and Mrs. J. C. Blackwell has been named James Allen Blackwell.

News has been received in Jackson of serious in-



Here is an unusually clear picture of American Ditcher, RM-51718, rigged up for driving timbers in soft cuts and fills in the route of the Seminole Limited on the Birmingham district, near Corinth, Miss. Work engine No. 2364 is handling the ditcher, and Engineer H. Lindsey and Fireman John Lindgram may be seen in the cab.

jury received by Engineer C. P. Chandler. While installing a radio set on the roof of his residence in Memphis, Tenn., he fell to the concrete pavement below, breaking both arms and sustaining other painful injuries. Mr. Chandler was taken to the Baptist Hospital, where he is reported to be getting along nicely.

General Foreman A. R. Sykes has moved into his new bungalow, which he has just completed on Fairground Street.

MISSISSIPPI DIVISION

Kathleen Hadaway,

Secretary to Superintendent

The following employees have been given favorable mention for extraordinary work done by them in assisting in removing debris from the tracks at Sardis, on the night of March 15, when a cyclone struck that point: T. W. Merriwether, conductor; S. Bruso, flagman; Lon Raymond, train porter; S. A. Law, engineman; B. J. Wilbourn, fireman; M. P. Marshall, operator; A. I. Campbell, operator; H. D. Owens, agent; O. E. Hunt, section foreman; L. H. Carlisle, lineman; W. A. Sporman, station helper.

Station Clerk William Bell, Winona, has been appointed grand lecturer of the Masonic lodge of the Winona district. In addition to being the youngest lecturer in Mississippi, Mr. Bell is master of the Winona Masonic Lodge.

H. P. Crawford, cashier, Water Valley, has resigned to accept a position in Chicago. H. B. Tyler, former warehouse clerk, has been promoted to cashier. Earl Porter, former night clerk, has been promoted to warehouse clerk.

Grenada District (S. A. Law)

Engineman Maurice Stack, who has been in the hospital for a serious operation, is back on his run.

Illinois Central Magazine

Mr. Stack was missed very much off his run, on account of the length of time he has held it.

Office of Trainmaster, Water Valley, Miss.
(G. Turner)

Conductor Hervey Halliwell and family are enjoying frequent short trips in their handsome new motor car.

Flagman H. B. Vanderberg recently made a short business trip to Spartanburg, S. C., and was accompanied home by his aunt, Mrs. Gilbert, who will make Water Valley her future home.

Flagman and Mrs. Lloyd Howard are receiving congratulations upon the arrival of a son.

Engine Foreman L. V. Sartain has returned from the Illinois Central Hospital at New Orleans, where he has been some time for treatment. He is much improved and hopes to be back at work in a short time. Mr. Sartain has many words of praise for the hospital, the attendants and the treatment received while in that institution.

Flagman A. C. Williamson has tendered his resignation, to take up work in other lines of business.

Rodman W. F. Woolard has been promoted to instrumentman on the Illinois division and left March 3 for Champaign, Ill. He is succeeded by W. T. Webb, who has been in the employ of the Missouri Pacific Railroad at Little Rock, Ark.

Lee Jones, engine foreman, and Mrs. W. F. Adams, wife of the yardmaster, have the sympathy of their friends in the loss of their father, F. H. Jones, who died at Coffeetown on April 7.



*Home of Section Foreman J. S. Mills,
Elliott, Miss.*



Here are Section Foreman J. S. Mills of Elliott, Miss., and his gang. Mr. Mills has been in the employ of the Illinois Central ten years, with neither a personal injury nor a motor car accident occurring under his jurisdiction.

May, 1923

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Chicago, Illinois

One Hundred Nineteen

Mechanical Department, Water Valley, Miss.
(L. B. Harley)

Mrs. J. W. Harley, wife of Gang Foreman Harley of the machine shop, died at the family home in Water Valley Tuesday night, April 10, after a short illness. Funeral services were conducted by the Revs. Wasson and Scott at the First Methodist Church, and the body was laid to rest in Oak Hill Cemetery. Mrs. Harley was the mother of Miss Laura Belle Harley, secretary to the master mechanic at Water Valley.

Enginemen, Water Valley and Jackson Districts
(J. A. Ramey)

We are glad to report Engineman A. F. Johnson much improved from injuries received when the train he was handling was blown from the track at Pinson, Tenn., March 11.

Engineman and Mrs. L. E. King and son, Edward, have returned from a trip to Vicksburg, Gulfport, Biloxi, New Orleans and other places of interest.

Fireman Walter W. Milstead and Miss Annie May Kiihnl, daughter of John Kiihnl, car repairer, Water Valley, were married at the home of the bride's parents on March 3.

Mrs. E. W. Kennedy, wife of engineman, and three children are off for an extended visit to points in California. They will be joined later by Mr. Kennedy.

Engineman Frank S. Stewart has returned from Paducah Hospital much improved in health.

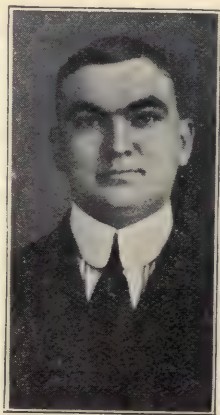
Engineman W. E. Sizemore is reported somewhat improved, but is still unable to leave the hospital at New Orleans, where he has been for some time.

Engineman P. J. Gaffney is on the sick list.

Road Department, Water Valley, Miss.
(Mattie Watts—L. B. Wiggs)

On the night of March 15, Sardis, Miss., was in the direct path of a cyclone. No loss of life was reported, but the damage to property will reach many thousands of dollars.

Coming up from the southwest, the storm began its career of damage at the south end of town, and it left a trail of wreck and ruin through the entire length of Sardis. The business section suffered most severely; scarcely a storehouse on Main Street but was more or less damaged. The pumping station of the Illinois Central was blown on the track and totally demolished, necessitating an hour's delay for the "accommodation" until the wreckage could be removed. Supervisor Wilkinson's office was completely wrecked. The new roof on the station was partly torn off. The employees of the railroad rallied nobly and rushed to the pump house to help remove the debris. Owing to their efforts, the trains suffered little delay. J. W. Walker, a young business man of Sardis, flagged train No. 131 and saved this train from running into a wrecked house that had blown on the track. Honorable mention is due



Here is J. W. Walker, a young man of Sardis, Miss., who on the night of March 15 walked in a heavy downpour of rain a sufficient distance north of where an oil mill and pump house had been blown over on the track by a cyclone to flag train No. 131. Mr. Walker is a good friend of the railway company, made so by the kind of service that has been rendered by the employees of the Grenada district.

One Hundred Twenty



Some of the damage caused by a cyclone which struck Sardis, Miss., March 15. At top, scene at pump house and supervisor's office; second picture, remains of a residence on one of the main streets; bottom, looking east from station to the business district.

also to the Rev. John A. Randolph, former chaplain, who was one of the first to appear on the scene.

Section Foreman and Mrs. Joe Tapper are receiving congratulations on the arrival of a fine daughter, Martha Nell, who was born on March 13.

Born to Mr. and Mrs. M. L. Woods, a daughter, Mary Pearl, March 27. Mr. Woods is chief clerk to the roadmaster.

Clerk G. C. McClamroch of the road department has the sympathy of employes in the loss of his father on March 27.

Section Foreman E. A. Williams, Springdale, Miss., was instantly killed Sunday, April 1, when an automobile in which he was riding was overturned about one mile south of Taylor. Mr. Williams entered the service as section foreman July 1, 1912. He is survived by his widow, a son and daughter, all of Springdale.

Section Foreman I. D. Holmes has received favorable mention for discovering a broken arch bar in train No. 281, near Starkville, March 23.

LOUISIANA DIVISION
Claire Pimm Office of Superintendent

Office of Superintendent, McComb, Miss.

Miss Vivian Johnson, clerk, and Marvin J. McCool, salesman, McCaskill Cash Register Company, with headquarters at Hattiesburg, Miss., were married in Magnolia, Miss., by Rev. Mr. Purser on March 31. J. P. Mayfield, clerk, has received a promotion to the position vacated by Miss Johnson.

Miss Louise Bridges, file clerk, and Albert D.

Illinois Central Magazine

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Benton, Ill., O. Q. Wilson
Birmingham, Ala., F. W. Bromberg,
20th and 3d Ave.
Blackford, Ky., W. R. Russell & Son
Bloomington, Ill., Miller & Ulbrich
Bloomfield, Ind., W. E. Inman
Bloomington, Ind., Al Smith
Brookhaven, Miss., A. Staffier
Cairo, Ill., E. A. Buder, 701 Commercial St.
Canton, Miss., C. W. Dekle
Carbondale, Ill., C. E. Gum
Cedar Rapids, Ia., A. C. Taylor & Co.
Central City, Ky., H. F. Storer
Centralia, Ill., Herron Bros., 132 E. Broadway
Champaign, Ill., E. Christian
Chatsworth, Ill., W. A. Coughlin
Cherokee, Ia., O. A. Royer
Chicago, Ill., Basil Boase, 6851 Stony Island Ave.
Chicago, Ill., Benj. Busch, 9216 Cottage Grove Ave.
Chicago, Ill., Benj. Busch, I. C. Station, 63d St.
Chicago, Ill., H. E. Hayward, 804 Railway Exchange Bldg.
Chicago, Ill., N. W. Pyle, 377 E. 26th St.
Cicero, Ill., Josef Smaha, 5341 W. 25th St.
Clarksdale, Miss., R. B. Sankey Co.
Clinton, Ill., J. H. Schmidth
Corinth, Miss., John C. Droke
Council Bluffs, Ia., E. H. Leffert
Decatur, Ill., F. Curtis & Co., 156 E. Main St.
Dixon, Ill., Trein Jly. Co.

Dubuque, Ia., Karl Staufenbell
Duquoin, Ill., Higgins Jly. Store
Durant, Miss., D. V. Pound
Dyersburg, Tenn., The Hobb Jly. Co.
East St. Louis, Ill., Zerweck Jly. Co.,
347 Collinsville Ave.
Effingham, Ill., Chas. J. Farthing
Eldorado, Ill., R. G. Putnam, 204 E. Locust St.
Evansville, Ind., C. R. Roemle, 313 So. 8th St.
Ft. Dodge, Ia., Billie Boggs, 720 Central Ave.
Freeport, Ill., E. Bengston, 14 So. Chicago St.
Fulton, Ky., R. A. Brady
Fulton, Ky., M. B. DeMyer & Sons
Gilman, Ill., Hobart-Hicks Co.
Goiconda, Ill., J. W. Watson
Haleyville, Ala., Dilworth Jly. Co.
Hammond, La., Wallie Wolsch
Harvey, Ill., J. A. Bastar, 171 154th St.
Henderson, Ky., C. J. Manion
Herrin, Ill., Graham Jly. Co.
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Hodgenville, Ky., W. H. Cooper
Hopkinsville, Ky., B. C. Hardwick
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Litchfield, Ill., Leo B. Lager Jly. Co.
Louisville, Ky., Edw. A. Krekel, 207 So. 7th St.
Manchester, Ia., J. W. Lewis
Marion, Ill., Geo. Moore
Mattoon, Ill., Herron Bros., 161 E. Broadway

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Metropolis, Ill., A. P. Voll
McComb, Miss., Marsh Hainer
Minonk, Ill., J. W. VanDoren
Morganfield, Ky., J. R. White
Mounds, Ill., Chris Bauer
Murphysboro, Ill., R. S. Buxton
New Harmony, Ind., Ed. Freeman
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Pekin, Ill., H. Birkenbush
Peoria, Ill., C. I. Josephson, Peoria and Pekin Union Railway Station
Pineknolls, Ill., Chas. Geumalley
Princeton, Ky., Wyle & Walker
Providence, Ky., L. M. Solans
Rantoul, Ill., Walter Johnson
Rockford, Ill., Morgan D. Wise
Sioux City, Iowa, Will H. Beck
Sioux Falls, So. Dak., Tony Lee
Springfield, Ill., Chris Danielson
Springfield, Ill., W. C. Hall
St. Louis, Mo., R. P. Wiggins, 7 N. 18th St.
Sturgis, Ky., C. S. Welsh
Terre Haute, Ind., The Spritz Co., 618 Wabash Ave.
Vicksburg, Miss., A. Graves Co., 2400 Pearl St.
Vicksburg, Miss., Henry Yoste
Waterloo, Ia., Fessler & Co., 1001 E. 4th St.
Water Valley, Miss., F. B. DeShon

For Good Watch Repairing See Your Watch Inspector

Haley, erecting foreman, McComb shops, were married at the home of the bride's sister, Mrs. Alfred H. Jones, April 18, by Rev. Mr. Mayfield, pastor of the First Baptist Church. Mrs. Polly Ard Rivers, clerk to Supervisor Smith, Hammond, La., received a promotion to the position vacated by Miss Bridges.

Mrs. Maude Walker Lee, stenographer, accounting department, has resigned, effective April 9. Her place is being filled by Miss Cenie Hargrove, formerly employed by the Hattiesburg Grocery Company, Hattiesburg, Miss.



Mrs. M. J. McCool

F. E. Breasfield, accountant, resigned, effective April 9, to go in the lumber business. C. H. Douglass has received a promotion to the place vacated by Mr. Breasfield.

W. T. Evans, performance clerk, resigned, effective April 6, to enter the employ of the Southern Wholesale Drug Company. W. H. Wilkerson is the new employee on performance desk.

Miss Frances Otken, secretary to the chief clerk, attended the reunion of Confederate Veterans held in New Orleans the week of April 9.

Trainmaster's Office, McComb, Miss.

Walter W. Wicker, former yardmaster at Gwin and assistant trainmaster at Mounds, Ill., has been appointed acting trainmaster of the McComb district, in the absence of E. L. McLaurine, who is serving as a member of the committee to examine employees on the transportation department rules.

Dispatcher's Office, McComb, Ill.

Third Trick Dispatcher W. B. Romine has been ill in McComb City Hospital, but recent reports as to his condition are favorable.

K. A. Karney, traveling agent of the perishable freight service, and Mrs. Karney, chaperoned a party of Illinois Central employees at a dance given in Shopcraft Hall, Government Yard, New Orleans, April 10, for benefit of the Illinois Central candidate in the Working Girls' Popularity Contest.

Freight Office, Jackson, Miss.

Mrs. C. E. Swope of Chicago, formerly Miss Anne McNair, employed as a clerk in this office, was a recent visitor among her old co-workers.

Recent changes in the warehouse force resulted in a promotion for Lawrence Pridgen to warehouse foreman and W. M. Owen, Ralph Jefferson and Thomas Shannon to warehouse clerks.

L. C. Davis, clerk, has resumed his duties after a long illness.

Mrs. C. M. Quin of Vicksburg, Miss., formerly Miss Ola O'Quin, secretary to the chief clerk, was a recent visitor to the office.

with its circus. An active campaign was waged in Miss Donnelly's behalf under the supervision of her campaign committee, composed of the following: Joseph Flechas, chairman; A. D. Leopold, W. H. Delph, Fred DeLong, Dave Ernst, Tom Lee, Joseph Hodges and J. Milton May, campaign manager. A thorough canvass of the New Orleans terminal was made by the committee, and several entertainments were staged to further her candidacy. The contest closed on April 14. Miss Donnelly polled a total vote of 141,890, being defeated by a small margin by the candidate supported by the Southern Pacific Railroad.

James J. Nestor, waybill clerk, inbound department, has been promoted to inbound train checker, being succeeded by Tom Kelly, formerly through bill lading clerk.

Fernan F. Willoz, Jr., messenger, claim department, has been promoted to through bill lading clerk, inbound department.

W. Brunning, messenger, outbound warehouse No. 7, Poydras yard, has been promoted to car sealer in the same department.

Charles A. Breal has been assigned to the position of joint station clerk, Chalmette, La.

A. J. Sherlock, has been assigned to delivery clerk, inbound warehouse, Poydras yard.

R. A. Cooper, formerly file clerk, miscellaneous department, has been promoted to check clerk, inbound warehouse, Poydras yard. He has been succeeded by E. Burrage.

Frank Brightsen, for several years banana clerk, local freight office, has been re-elected general chairman, board of adjustment, Brotherhood of Railway Clerks, Illinois Central System.

Central Lodge No. 540, Brotherhood of Railway Clerks, held its fifth annual dance Saturday evening, April 14, at the Knights of Columbus Auditorium. Dancing was provided for by two jazz bands, and refreshments were served. J. A. Mouton was chairman of the arrangement committee, and John Kramer ex-officio chairman.

The members of Camp Cono, now in course of construction on Bayou Bienvenu, announce that their clubhouse or lodge will be completed on or about May 1, when a picnic will be held, at which the club will be formally opened.

Terminal Superintendent's Office (Myrtle Biersoll)

The clerical forces of the New Orleans terminal entertained their friends and families at a dance on Saturday evening, April 7, at the Knights of Columbus Auditorium. Refreshments were served and music in abundance provided for. A. V. Bertaut was chairman of the arrangement committee; August



Royal Street and St. Anthony's Alley,
New Orleans

NEW ORLEANS TERMINAL

J. Milton May,

Care of Agent

Local Freight Office (Jesse W. Ford)

Miss Loretta Donnelly, expense bill clerk, inbound department, was chosen by popular vote as the candidate to represent the Illinois Central Railroad in the popularity contest staged by the Jerusalem Temple, New Orleans Shrine, in connection

Kuntz, president; E. C. Harang, secretary-treasurer.

Mechanical Department
(W. W. Sadler)

A. La Rocca, formerly employed as A. R. A. clerk, but out of service for several years, has been appointed file clerk, district foreman's office, effective April 1.

On Tuesday, April 10, at the Government yard assembly hall, a dance and bazaar was given under the auspices of the mechanical department for the benefit of the Illinois Central Railroad's candidate in the popularity contest. Music in abundance was provided for, refreshments served and merchandise of all descriptions disposed of. A. D. Leopold was chairman of the arrangement committee, being assisted by the following: Joseph Flechas, J. Milton May, W. H. Delph, Fred DeLong, Tom Lee, Dave Ernst, Joseph Hodges, A. J. Condon, J. S. Tallon, J. D. Ernst, J. A. Hoffstetter, A. T. Estel, W. Neeb, M. Katz, Albert Oustalet and Misses Loretta Donnelly, Myrtle Biersoll, Sadie Sterbenz, Estell Meyers, M. Moock, Loretta Battle, Anna Ferrand, Louise Rouyer, Irma Klien, B. Michel and Edna Rice.

On Thursday, April 12, the "flying squadron" of the campaign committee, popularity contest, visited the Illinois Central general offices and shops at McComb, Miss., in the interest of their candidate. Those making the trip were: A. D. Leopold, J. Milton May, Joseph Hodges and Misses Loretta Donnelly, Anna Ferrand, Louise Rouyer, Loretta Battle, May Sullivan and Loretta Small and Mr. and Mrs. Ed St. John.

MEMPHIS TERMINAL

William Gerber

B. & B. Clerk

Favorable mention has been extended Sam Wilkes, negro section laborer, Memphis terminal, who, while returning home at 6:30 p. m., March 15, observed a brake beam dragging on a train pulled by engine No. 1505, southbound with sixty or more cars. He caught the caboose to notify the train crew. After he caught the caboose, a pair of wheels got off the track, but on arriving at the fairgrounds switch the wheels were replaced on the track. The conductor then had the brake beam removed and proceeded. This occurred a short distance from the Southern Subway, and through the alertness of this employe a serious accident was probably averted on this subway.

Miss Mary McHugh, stenographer in Terminal Superintendent Bodamer's office, has been confined to her home for the last two weeks, suffering from a severe case of influenza.

C. J. Harrington, Jr., son of C. J. Harrington, roadmaster on the Memphis terminal, was seriously injured by an automobile on Tuesday, April 3. The employes on the Memphis terminal are glad to learn

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President



*Home of R. S. Magee, division agent, 1790
Kenilworth Avenue, Memphis, Tenn.*

that he has recovered to such an extent as to be able to be removed to his home.

C. E. Barnes, general yardmaster, Memphis terminal, has recently returned after being confined to the hospital at Chicago, where he underwent an operation.

Mrs. Elliott Hooser, wife of Assistant General Yardmaster Hooser, was recently elected sponsor to the Confederate Reunion at New Orleans, La.

A pretty wedding ceremony was solemnized on March 14 at the home of Mr. and Mrs. J. A. Zanone, when their daughter, Inez, was married to R. B. Houston. Mr. Zanone is trainmaster on the Memphis terminal.

MEMPHIS DIVISION

Mrs. Collie P. Said

Secretary, to Superintendent

W. E. Dorrah, rodman, has been promoted to instrumentman at New Orleans. He is succeeded by T. E. Alford, formerly with the Illinois State Highway Department.

Resident Engineer E. O. Hebert is engaged in making surveys and estimates for curbing slides on the Memphis division. He is assisted by Chainman Herman.

I. H. Brown, formerly statistician in the office of Superintendent J. M. Walsh, has accepted a position in the accounting department.

Sympathy is extended to George Gibson, accountant, in the death of his brother, which occurred April 2.

J. Crahen, track supervisor, is ill with the "flu" at his home in Memphis.

O. D. Downs, formerly clerk at Shelby, Miss., has accepted a position as file clerk in the office of Superintendent Walsh, succeeding Wyatt Sherron, who resigned to enter service with the California Fruit Growers' Exchange.

The friends of F. B. Bell, Memphis division conductor, will regret to learn of his illness. Mr. Bell is now in the Illinois Central Hospital, Chicago.

The March "No Exception" campaign closed April 5 with the Memphis division leading the system. We had seventeen LCL exceptions, compared with forty-nine in March, 1922, and not a carload exception, as compared with six in March, 1922. All employees of Memphis division are proud of the record established, this being the third system "No Exception" campaign in which Memphis division has led with the least number of exceptions.

That Memphis division employees are always on the alert to see that passing trains are all right is evidenced by the following: On April 6, as extra No. 972 was passing Crenshaw, Section Foreman W. G. Lineham notified Conductor L. E. Millsap, who was in charge of the train, that a brake beam was loose at one end and dragging under CGW-27976. Conductor Millsap immediately stopped the train and had repairs made to the car, no doubt saving a bad derailment. Had Conductor Millsap not been on the

alert, he would not have seen Section Foreman Lineham signaling his train. It is such service as rendered by these two men that helps to make the Memphis division 100 per cent.

Freight Office, Clarksdale, Miss.
(Olga Kendricks—C. H. Skeahan)

Mr. and Mrs. Gordon Dennis are receiving congratulations over the arrival of a fine boy, Gordon II. Mr. Dennis is check clerk in the warehouse here.

E. H. Ramay, accountant, has resigned and accepted a position with the Crescent Baking Company as bookkeeper.

W. M. Furlong, special cotton clerk, and J. C. Newman, demurrage clerk, who have been ill with the "flu" are back on their jobs.

Mrs. C. P. Said, division editor; Mary Lynch, supervising agent's clerk, and Birdie Carstarphen, roadmaster's clerk, paid the local freight office a short visit March 27, distributing general information in the interest of the magazine.

The Clarksdale Municipal Band, which includes a number of our employees, gave a delightful concert on the lawn at the Elks' Club, Sunday, April 8.

Supervisor's Office, Tutwiler, Miss.
(Clara Milligan)

The carpenter gang on the Tallahatchie district has completed the remodeling of the station building at Sumner, Miss., and no more attractive building is found on our system now.

Superintendent J. M. Walsh recently wrote Conductor E. A. Gilmer as follows: "I am advised that, while in charge of extra No. 986, April 2, you discovered a broken truck frame on CStPM&O-30226, stopped and set the car out at Crenshaw. This indicates very close inspection on your part, and I want to assure you that such service is appreciated."

Superintendent Walsh also wrote Conductor C. A. Kendall as follows: "I am pleased to note the interest you displayed in stopping a leak to prevent grain wasting from B&A-36284 at Glendora, Miss., April 5, while the car was moving in extra No. 989 south. I want to thank you for your alertness in this instance and to assure you that such service is appreciated."

VICKSBURG DIVISION

H H Barlow

Office of Superintendent

Rich Tig, negro section laborer, after being relieved from duty March 6, found eighteen inches of main line rail broken out, two miles south of Winterville. He lighted a torch and protected the break until he got a message to the foreman to come and bring a rail.

Supervisor Maynor, who suffered a broken arm in a recent motor car accident, is much improved, being able to be about again.

We are glad to note that Vicksburg division held at least a respectable place in the March "No Exception" campaign, having held on to third place with a clock-like regularity and bull-dog tenacity. All of the agents are still in earnest about the thing, and since the campaign has been extended another month we have every reason to believe that we are going to make somebody hustle for first place.

A. R. Bigleben, pensioned engineer, and Mrs. Bigleben have just returned from a delightful trip to Corpus Christi and Laredo, Texas. He reports a most pleasant time, but still thinks there is no system like the Illinois Central System.

C. A. McPheters, accounting department, superintendent's office, has been away from his desk for several days on account of sickness.



"DIAL UP"

The usual position when determining time

It is our intention to illustrate in a series of advertisements in this magazine the 6 positions in which the Bunn Special and the Sangamo Special are adjusted and demonstrate why YOUR watch should be so adjusted.



*Dial
Up*



*Dial
Down*



*12
Up*



3 Up



*9
Up*



*6
Up*

THE BUNN SPECIAL

The Perfected Railroad Watch

ADJUSTED TO SIX POSITIONS

TEMPERATURE AND ISOCHRONISM

23 or 21 JEWELS

Ask Your Inspector or Write for Circular

**ILLINOIS WATCH COMPANY
SPRINGFIELD, ILLINOIS**

The many friends of H. B. Tillotson, O. S. & D. clerk, local freight office, sympathize with him in the recent death of his little nephew, who lived in Texas.

Mrs. Mattie Witherspoon, wife of Conductor S. F. Witherspoon, died March 14 after a short illness at Greenville Sanatorium. She had undergone an operation, and reports were encouraging until the last few days of her illness. The funeral was conducted from the home on Main Street, and the beautiful floral offering was symbolical of a tribute of love from her host of friends. By special permission, all of the superintendent's office force who so desired were permitted to attend the funeral services. Mrs. Witherspoon was prominent in social, fraternal and religious circles and loved by all who knew her. She is survived by her husband and little daughter, Nancy.

H. S. Moulder, chief gardener, has transformed the grounds in front of the superintendent's office into a real flower garden, which is a great improvement. Everyone is taking a good deal of pride in our prospects of having the prettiest flowers in town.

Miss Ruth Norris, stenographer in the superintendent's office, has the sympathy of many friends in the recent death of her little niece, Christine Brasher, on March 16.

General Foreman W. H. Rode of Greenville, who has been under local treatment on account of trouble with his eyes, has returned from the Illinois Central Hospital in New Orleans and is now at the Illinois Central Hospital in Chicago. It has been decided that diseased tonsils are possibly the cause of his trouble. After they are removed, he is expected to return home within a few days. His many friends will be glad to learn he is much improved.

Robert Hardcastle, agent at Egremont, Miss., has resigned and will make his home in Central City, Ky. Mr. Hardcastle has been with the company for a number of years, having served as stenographer to the roadmaster's chief clerk and also as gravel inspector at Greenville.

Julius Diamond, negro trucker in the local freight office, died suddenly after a short illness at his home at Greenville March 19. He had been in the service of the company for some twenty-three years, seldom missing a day from work. Julius was a faithful employe as trucker and cooper, always found dependable and reliable. During his period of service he re-coopered many thousand dollars' worth of freight, and no doubt saved much in the way of claims for the company. He was saving and practiced thrift religiously, having owned some real estate and several thousand dollars in cash, practically all saved from his wages. He was 65 years of age. His body was taken to Canton, Miss., for burial.

Robert Hays, brakeman, detected a broken flange on IC-113205 while his train was pulling out of Cleveland, Miss., the morning of March 15, caused the train to stop and had the car set out. His attention to duty and close observance probably prevented an accident.

W. D. Hoff, car distributor, chief dispatcher's office, Greenville, has been granted a 60-day leave of absence on account of ill health. He is already much improved.

Hilda Janet, daughter of S. Simmons, chief clerk, superintendent's office, is much improved after an operation to remove her tonsils at the Kings Daughters Hospital, Greenville.

The following permanent transfers of agents on this division have been made: R. B. Simmons at Egremont, vice R. F. Hardcastle; G. R. Green at Elizabeth, vice H. Harrison; E. D. Langston at Burdette, vice R. B. Simmons.

"The Order of Railroad Telegraphers held a meeting in Leland, Miss., Sunday night, March 25, with twenty-five agents and operators present. Many of the regulars were absent on account of inclement

One Hundred Twenty-six



Beauregard House, Chartres Street, New Orleans

weather conditions," writes L. M. Elliott, agent at Rolling Fork.

"By special invitation, Superintendent Dubbs, Trainmaster Chandler and Supervising Agent Regan were present for an informal meeting before the regular session. The reason for asking the division officers to the meeting was because the interests of the railroad and those of members of the organization are necessarily so closely interwoven that to promote the welfare of one is to build up the other. To make friends for one is to make the work of the other more pleasant, avoiding accidents and damage to property, which are a constant drain upon the transportation department.

"Mr. Dubbs and Mr. Chandler both made talks and good impressions, particularly on the safety rules. They made it plain that it was for the safety of the lives of employes as well as for the property of the company that the various safety rules were in the book. Mr. Dubbs called attention to the fact that an agent-operator at a 1-man station was the most isolated man on the railroad, and he thought it a good idea to get together and exchange ideas on ways and means to do the detail work at stations. Every man in the room agreed with him on this, as frequently we find an agent doing his work in the old-fashioned roundabout way, just because the new ways have not occurred to him and he has not been with other agents to learn how they do them.

"The 'No Exception' campaign was not overlooked at all, and the fact was brought out that the Vicksburg division had always been well toward the front, if not actually setting the pace, in these and other campaigns. It was also observed that the other divisions had made such improvements that we would have to keep after new methods to hold the place where we belong. It was suggested that the present system of handling overs, shorts and damages was top heavy, in that it takes too much time and so many telegrams to get an exception file closed. On account of lack of time, these details were not gone into fully, but suggestions were asked for by the superintendent."

NEW ORLEANS DIVISION

Thomas Treanor

Office of Superintendent

Along the Line

T. R. Chadbourne, train baggageman running between New Orleans and Woodville, Miss., died recently at the Illinois Central Hospital, New Orleans, after a long and painful illness of several months. Mr. Chadbourne was a veteran in service and leaves behind him a record marked by capability, loyalty and devotion to duty.

L. F. Cato, agent at Allen, Miss., is receiving

Illinois Central Magazine

congratulations on the birth of his first child, a fine girl.

While switching at the Baton Rouge, La., coal chute, on April 1, Engine Foreman R. R. Terrell discovered a broken flange on an MK&T empty coal car. About eighteen inches of the flange were gone, and if Mr. Terrell, with his characteristic watchfulness and attention to business, had not discovered the defect, serious and costly damage might have resulted in the yards.

H. A. Merrill, agent at Doyle, La., writes that his little station is lively at present, business being heavy in strawberry and vegetable shipping. The neighborhood is full of buyers and sellers of these commodities, who make the station their headquarters for bargaining. Furthermore, the Standard Oil Company is erecting storage tanks for oil and gasoline, which will be distributed by trucks to customers between Baton Rouge and Hammond, La. Several cars of oil, gas and supplies have already been received, and it is expected that business in this line will soon assume extensive proportions.

Vicksburg and Vicinity

The outstanding topic of interest both in Vicksburg and on the whole division recently has been the change of superintendents. The outgoing superintendent, F. R. Mays, left with assurances of the highest esteem and best wishes of all employees and the public generally, who have a deep appreciation of the effective manner in which he performed his duties so long and faithfully. J. F. Walker, formerly master mechanic at Paducah, is welcomed as his worthy successor. Mr. Walker is busy familiarizing himself with the division and meeting the employes and patrons. Judging from the favorable impression he makes on everyone with whom he comes in contact, he will fully maintain the record made by Mr. Mays.

Roadmaster E. W. Brown, who is recovering from a long siege of complicated ailments, has returned to his office. While Mr. Brown is not yet well, he found the task of convalescence so intolerable that he decided to try hard work as a tonic and restorative. There is plenty of it to do under the present arduous weather conditions, as Jupiter Pluvius is working overtime.

Death claimed victims in the families of two of the employes in the superintendent's office in the last month. Mrs. Amelia C. Mahin, wife of Felix Mahin, stockkeeper of the store department, and mother of Miss Edna Mahin, accountant, superintendent's office, passed away March 17. Thomas J. Brown, Sr., father of Charles J. Brown, assistant chief accountant, died at Natchez, Miss., after a lingering illness.

Road Department (Ruth Arbour)

Kenner Sale, yard foreman at Baton Rouge, La., and Miss Ophelia Williams, supervisor's clerk, both



\$25 A DAY
Selling Shirts

Large shirt manufacturer wants agents to sell complete line of shirts, pajamas, and nightshirts direct to wearer. Advertised brand-exclusive patterns—easy to sell. No experience or capital required. Entirely new proposition. Write for free samples.

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MANUFACTURERS OF

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desiring to reach the great Illinois Central family of 60,000 employes—one of the best markets in the Middle West—should make use of the

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BEMENT HAMMERS

PRATT & WHITNEY SMALL TOOLS AND GAUGES

working under Supervisor R. D. Day, surprised their friends on the evening of March 29 by a quiet marriage. After the ceremony the newlyweds made a short bridal tour to New Orleans and upon returning resumed their respective positions.

A. T. Spengler, of the engineering department, who is looking after the extensive team gang work in connection with the ditching and embanking on the south end of the division, has moved his family to Baton Rouge, La., where they will remain until this special work is finished.

B. & B. Department (Mrs. V. King)

The recent period has been one of extremely excessive rainfall, the precipitation forcing the small rivers and streams out of their banks, with resultant washouts and other impediments to traffic. All available gangs have been in requisition to fight the trouble, and the division has been able to keep everything clear and trains running with a minimum of delay.

The station, section houses and other facilities at St. Rose have been given a new coat of paint by Paint Gang Foreman S. E. Hill and his men. Everything about St. Rose now looks refreshing to the eye. Mr. Hill, by the way, is one of our oldest foremen and holds an enviable record as a paint stinger.

Bridge Foremen L. C. Weems and S. E. Powell are busily driving bridges on the Natchez, Woodville and Clinton districts. Renewals are being made with a view of getting everything in first-class shape for the big business expected next fall. When the work is completed we will be able to handle our heaviest engines on all our branches.

Foreman M. R. Reed and his gang are actively engaged in installing pipe south of Baton Rouge, La., and improving the drainage generally. Foreman R. B. Callendar is looking after the drainage on the Natchez branch. Foreman R. E. Leighton has completed all new work on the Hammond district and is now renewing bridges on the Clinton district. Carpenter Foreman V. C. Williams is at work on additional facilities for handling vegetables at Centreville, Miss. The 1,200 feet of incline trestle at

Baton Rouge is being filled under the supervision of Foreman John Monroe. This job, when finished, will relieve Mr. Monroe of considerable repair work on trestles hitherto necessary on the Baton Rouge incline and substantially reduce the expenses of maintenance.

The handsome residence of Foreman R. B. Callendar at Hermanville, Miss., was destroyed by fire recently. Mr. Callendar announces his intention of rebuilding at once.

Mechanical Department, Vicksburg, Miss. (T. Howard)

Little Anna Elizabeth Cronin, granddaughter of Traveling Engineer Cronin, has been very ill, but is rapidly improving.

Chief Clerk M. L. Boulware made a trip to Baton Rouge recently to line up the clerical force at that point. He also went to New Orleans and visited Chief Clerk Leopold.

The river has fallen some recently, much to our relief, as we were beginning to think we would have to get the sand bags and pumps ready.

Erecting Shop Foreman Herbert Flanagan has a new motor car.

Our new boiler shop foreman, H. E. May, has brought his wife and three little children to Vicksburg from McComb.

Master Mechanic Christy's former chief clerk, John Howard, is a candidate for sheriff of Warren County.

The electrification of the car shop has been completed, and with the receipt of two new motors the old stationary engine that has been at Vicksburg shop for years will be set aside.

Our new superintendent, J. F. Walker, made his first official visit to the shops a few days ago. We know we are going to like Mr. Walker just fine.

Tool Room Foreman Harry Kay has been foreman of the grand jury recently.

A staff meeting was held in Mr. Christy's office April 3, foremen from the outside points being present. Everyone was benefited by the meeting.

Miss Ruby Billet visited friends and relatives in Vicksburg April 7 and 8. Miss Billet was formerly a clerk in Master Mechanic Christy's office and is now located at Memphis in the office of A. C. Palmer, supervisor of signals.



Strawberry buyers and shippers lined up on our station platform at Doyle, La., New Orleans division. A small shipment of strawberries is piled upon the platform. Left to right: H. A. Merrill, agent; H. Lott, Lee Holden, H. Miller, L. Wheat, L. Moore, W. H. Holden, shippers; S. J. Lott, secretary of strawberry growers' association; F. H. Purvis, inspector; Mr. Jeda and Mr. Cushion, buyers; H. McDonald, picker.

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If Thoroughly Pleased Send \$1 to \$1.25 a Month

If not thoroughly satisfied you merely return and we guarantee to refund your dollar also cost of return postage. We don't wish you to pay cash as we would like to have you experience our monthly payment system. It enables the man with an average income to buy the better quality which he knows is real economy in the end. We carry the finest men's and boys' clothing, furnishings and shoes and we will send our free catalog on request or with any order. Six months to pay on every article we sell.

Square French Toe Oxford

Most popular of latest square toe models, both for comfort & dress. 4 rows of stitching and neatly pinked vamp and tip. Cordovan shade soft uppers and single oak sole. Goodyear welt-sewed. A shoe to be proud of. "Wing-foot" rubber heels. **\$5.45**
 Sizes 6 to 11, No. 8109,.....



8309

Semi-Brogue

For comfort and dress the new square toe lasts are most popular. Above pattern in the Semi-Brogue with the full wing tip and very delicate perforations comes in a handsome dark cordovan shade that is most in demand. Finest workmanship, single heavy oak soles Goodyear Welt sewed and Goodyear Wingfoot rubber heels. Full leather trimmings. \$1 to \$2 below your dealer's prices. Sizes 6 to 12. No 8309 **\$5.95**
 Price.....



Genuine Kangaroo

Imported from Australia

The finest upper leather for dress shoes. Finer and softer than kid. Tough as hickory. Takes a polish like patent leather. Never scuffs or peels. Finest heavy single oak sole Goodyear welt-sewed. "Wing-foot" rubber heels. Full leather trimmings.

The Admiral "solid comfort" last shown on the right we consider the finest foot-fitting last ever produced. We guarantee both wonderful comfort and dressy appearance. The kangaroo leather in this last we have sold to thousands of men who could hardly believe that we offered the genuine article at this low price. Such shoes are generally sold in exclusive boot shops at \$12.00 to \$18.00 a pair. Let us prove what a wonderful dress and comfortable shoe the kangaroo is. We only ask the privilege of sending a pair. Sizes 6 to 11.

No. 6409 —Admiral. Only \$1 with order. Balance **\$7.45**
 \$1.25 a Month.....

The Banker last to the left you will say is rightly named for it's the famous straight last of bankers and business men. Plain fine stitching with absolutely no perforation or fanciness. Dignified. Extremely dressy looking. Finest single oak sole Goodyear welt-sewed. Goodyear "Wingfoot" rubber heels. Genuine leather trimmings and finest shoe construction throughout. Sizes 6 to 11.

No. 6209 —Banker. Only \$1 with order. Balance **\$1.25**
 a Month..... **\$7.45**

WE GUARANTEE FIT



6409

Full Brogue

A very handsome full Brogue pattern with full Brogue perforation, pinked tip and vamp in a beautiful dark brown shade of fine quality calfskin. An oxford generally retailing at \$8.00. Single heavy oak soles Goodyear Welt sewed, Goodyear "Wingfoot" rubber heels, fine leather trimmings—a shoe to please the man who demands quality footwear. Sizes from 6 to 11. No. 8409 **\$6.45**
 Price.....



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 Send Today
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 in the
 Long Run"**



Send us your exact size if you know it. If not, send an outline of your stocking foot drawn on a piece of paper by tracing a pencil around the stocking foot. This assures you a perfect fit. Our ironclad guarantee is backed by 15 years successful merchandising of quality clothing for men and boys. Every article must give you satisfactory service or we agree to replace free or make any reasonable adjustment any fair minded man will ask. Order on approval — today.

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Gentlemen:—Enclosed find \$1.00 as first payment for which please send me a pair of shoes as noted below. If shoes are as you say, I agree to send \$1.25 each month until paid for — otherwise I will return in 48 hours, you to refund my \$1.00 and return postage.

Style No.....Size.....Leather.....

Name.....

Address.....

Employed by.....

Get your name on our big list of satisfied customers and receive immediately our Big Money Saving Catalog of men's and boys' clothing — just off the press. Start right now to save money on quality wearing apparel.

THE Clement Company
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J. W. Kern, Jr.

Mr. Kern, recently promoted to district engineer of our Southern Lines, with headquarters at New Orleans, was born in Fairfax County, Virginia, July 26, 1887. He entered service with the Illinois Central Railroad in October, 1905. After serving in various capacities in the construction department, he was appointed resident engineer of construction in June, 1911, assistant engineer of maintenance in October, 1911, and supervisor of track in January, 1913. In May, 1917, he was commissioned second lieutenant of engineers, United States Army. He served overseas until April, 1919, returning with the rank of captain. He was appointed roadmaster of the Mississippi division in July, 1919; roadmaster of the St. Louis division in May, 1920, and district engineer of the Southern Lines, January 1, 1923.

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Address all communications to: The Editor, Illinois Central Magazine, Room 818, Central Station, Chicago. Manuscripts, photographs, etc., will not be returned, except upon request. All contributions should be typewritten—double-spaced—and signed.

GEORGE M. CROWSON, *Editor*.

CHARLES E. KANE, *Assistant Editor*.

Brotherhood Official in Plea for Roads

*W. N. Doak, Vice-President of Trainmen, Appeals
to Business Men for Needed Financial Support*

W. N. Doak, vice-president of the Brotherhood of Railroad Trainmen, delivered the following address on "Financial Support for the Railroads" before the general session of the Chamber of Commerce of the United States at the Hippodrome Theater, New York City, May 10:

THE position of the Brotherhood of Railroad Trainmen is so generally understood on industrial and economic matters that it is useless for me to state it at this time. We have attempted by action, rather than by word, to demonstrate to the public our position on these various subjects; therefore the business men of the country are familiar with our activities. We believe in fair dealing, the literal observance, in letter and spirit, of contracts and contractual obligations, placing above all other considerations respect for law and order and rigid observance of contract. This position has not always been popular among some during the past years, but generally speaking it has been approved by the more sober and thoughtful people of the community. Regardless of whether it is politic, expedient or popular, this course will be followed with the abiding belief that these policies will always win in the long run.

Labor's interest in adequate financial support for the railroads must be apparent to all. Too often, however, labor is placed in an awkward position on this subject and frequently misunderstood, in general being misunderstood and misrepresented many times both by those within and without the labor movement. What could be of more importance to a working man than to know that his wages will be promptly and properly paid when due for services rendered? What of more interest to him than to know he is secure in his employment, that his wages will be fair, his conditions of em-

ployment good and wholesome, secure in his opportunity to lay away something for old age or sickness and assured of good treatment in his work? Added thereto is the pride that comes to every loyal employe in knowing that his employing company is prosperous. His interests are subordinate to none.

Finances the Determining Factor

Upon the financial stability of the railroad depends all of these desirable conditions. Evade it as you may, eventually the day of accounting comes when the finances of the line will be the determining factor. The man who believes that the railway employes are in any large number unmindful of the difficulties of railway operation is either misinformed or fails to understand human nature. The few railway employes who are not interested in the welfare of the property on which they are employed should seek other fields of endeavor. The representative of railway labor who seeks to wreck the railroads financially or otherwise is not a representative of the rank and file of labor and should be retired.

Based upon ill-advised action on the part of certain individuals, we have during the last few years been placed in a position of ostensible opposition to the railroads and industrial progress generally. It would be far better for sensible business men to weight such problems just as they do any other business question—from the standpoint of facts, disregarding theories. Instead of accepting for face value propaganda or rumors, they should tear the mask of selfishness, conceit and hypocrisy from these deceivers, subjecting them to the light of truth. Gentlemen of the Chamber, herein often lies a serious mistake on your part. Instead of getting the facts about the aims and activities of the legitimate labor organizations, especially the railway

organizations, and presenting them to the public, you have too often placed us in the same class as the undesirables. This is just as unfair as it would be to place all financial and industrial institutions on the unfair list because of business failures or mismanagements that occur occasionally.

May I not therefore repeat that the average railway employe is just as vitally interested in proper financial support for the railroads as any other citizen of this country. As proof of this statement, may we not make an appeal to you financial and business men of America to stabilize railway securities, stocks and bonds, freeing them from unnecessary speculation by putting them on as sound a basis as you would your own individual securities, waiting to see how much the railway employes will invest in the business from their earnings? Could you reasonably expect the railway employes to stand firmly behind the financial conditions of the railroads when, were they to seek your financial advice on investment, you would advise against investing in present railway securities?

We are so much interested in the financial welfare of our transportation industry that we are coming to you with an appeal for business justice. Let us learn to live and let live by treating the railroads fairly, by being fair to capital, fair to labor, by being fair to ourselves. Be not deceived into the belief that we can starve the railroads, speculate in them to the dangerous degree, wreck their credits, pay inadequate wages to management and employe, and expect a healthy transportation system. Such a system cannot adequately nor even half-heartedly handle the business of the country. Also do not forget when the transportation systems of this country break down, you certainly may expect a breakdown in the industrial fabric, and inevitable disaster will follow. It must be so apparent to anyone that our manner of dealing with the railroads is so wrong that a mere glance will convince one that a face-about change of program must be had.

Not Trying to Bankrupt Roads

Seemingly for the last ten or fifteen years every time the railway employes have been forced to seek relief from rising prices or other conditions by asking for increases in wages or better working conditions from the managements or have by legislation sought to mitigate dangerous conditions, they have been confronted with the solemn declaration from some quarters that we were trying to bankrupt the railroads. When the railroads have sought relief through rate increases, the employes assisting, they have been charged with collusion to rob the public. More often, however,

the so-called reformer has charged us both with being dangerous to society and suggested our annihilation. Unfortunately there are so many believing these rumors that the frightful execution has already begun, and unless it is stopped the transportation industry will be destroyed and the most efficient industrial organization on earth will be wiped out.

We have those who seek to receive transportation at the least cost, because the cheaper transportation, the greater profits accruing to their business. This is honest, but of course personal. It is legitimate, but for the benefit of one's self. It is fair, but not always considerate. There are others who attempt to make you believe that transportation corporations, because they are engaged in the public service, should be compelled to handle commodities at a rate that would provide for the shipment of any article to any place at a profit to the shipper. There are many cross hauls, reshipments, the use of cars for storage purposes and many other practices or requirements that the railroads must meet, all of which unquestionably contribute to their present day embarrassment. Furthermore, transportation lines must be operated regardless of profit or loss. They are not permitted to refuse freight offered for shipment irrespective of whether the tariff will pay the cost of transportation or not; they must operate their lines regardless of the volume of business—none of which is required in a private industry. Seemingly the farmer, the shipper, the merchant and all other classes of our citizenship reserve unto themselves the right to say what they please about the railroads. If objection is raised by anyone, that person becomes the subject of ridicule and public scorn. We have a Federal Government and forty-eight state governments that must say something about how railroads are run, as well as the exercise of police powers and the right to tax them. The reformer must have a theory, a ticket on which to ride into office; so he usually picks the railroads as the best plank for his platform. The best guaranty for his success is the imagined iniquities of the railroads and the alleged corruption of management and employes. He promises relief in the form of low transportation rates with special privileges to the masses. In most instances he leads the unsuspecting public to believe that he will rescue the poor down-trodden people from the political wilderness, and we usually find, often to our sorrow, that it was only a dream. Our railroads and their employes in my opinion are being mistreated in the manner of public handling, which should certainly cease.

These arteries of commerce must be placed on a strong financial basis, their employees must be properly compensated, their conditions of employment must be the best on account of the very nature of their employment, and a better understanding of the transportation business must be had by the public or the whole structure will collapse. If so, what must follow? We must have transportation under either private or public ownership. If we do not join hands in making private ownership a success, then the other step must be taken.

Dangers in Government Ownership

Now let us look soberly at both. We have always had private ownership, but now we are confronted with a deficit and bankruptcy is staring us in the face, from one cause or the other, principally caused by lack of understanding or indifference, superinduced by unfairness and our failure to meet an inevitable result in proper time and in a business way. Anyway, if we do not assist in bringing the transportation lines out of this chaotic condition, private ownership must cease and Federal operation begin. Of course we must admit that private ownership has failed before the last step is taken, this largely through the lack of financial ability to operate, which would certainly mean going into Federal ownership immediately facing a financial burden. These burdens on the people must be met by taxation, which means added governmental expenditures. Let us see what we are already paying now to run the different governments in the United States, or, as someone has so aptly put it, "what it costs to be governed." There are 2,000,000 office-holders already on the pay rolls of the country; every fifty-four of our population, including male and female, adult and minor, foreign born and native, must pay the salary and carry the burden of one office holder. Mr. William P. Helm, Jr., of this city submits the cost of maintaining the various governments in the United States as follows:

Cost of maintaining the Federal Government	\$4,666,671,954
Cost of maintaining 48 State Governments	1,008,540,232
Cost of maintaining 253 municipal governments in cities of more than 30,000 inhabitants	1,638,296,052
Cost of maintaining the municipal governments in all towns and cities of from 2,500 to 30,000 population.....	431,287,059
Cost of maintaining municipal governments in 12,905 incorporated communities of less than 2,500 inhabitants.....	123,147,687
Cost of maintaining county governments in the 48 states.....	592,068,972

Total cost of American Governments
in 1921\$8,460,011,587

Add to this immense amount the more than 2,000,000 railway employees and we

would find that there would be 4,000,000 Government employees, with a probable total dependency on governmental pay of 20,000,000, or for every five of the population there would be one government dependent. This is to say nothing of the added costs and the political patronage to be handled by the Government. From the standpoint of those who do not look with favor on Government ownership, we should at least be alarmed at the enormity of adding so many to an already overstocked profession.

There are still other serious questions concerning this subject that should be considered, among which are the comparative efficiency of public and private industry, the desirability and comparability of service rendered, as well as many other things of vast importance, to say nothing of just how much farther we should or can go in the method of taxation before the nation itself begins to retrograde.

Some Other Serious Questions

Business men of America, who pride yourselves on being the best men in the world, the greatest financiers, and the most aggressive power for advancement, will you not stop, look and listen for once and see where we are going? Why not stop chasing shadows and look squarely at the substance of this aggravated situation? Change methods of taking sides with the railroads when the employees ask for increases in wages, etc., stop taking sides with the shippers when the railroads desire adequate



W. N. Doak

compensation; stop listening to idle gossip to the effect that the railroads and their employes have entered into a collusion to milk the public, and state emphatically that you are going to see that justice is done to this, the greatest of American industries, and that all parties have a square deal. Instead of spending money in partisan campaigns against either the railroads or their employes, look at this question in the right light and resolve that the resources of your splendid organization will from now henceforth be directed toward the dissemination of the truth on the railway situation and that you will assist in obtaining the needed relief necessary to make our people prosperous and more progressive.

Too Much Regulation Now

It would be so much better for all concerned were we to seek a solution of our problems by accurate methods and disregard so much speculation. For instance, the fallacy that has been so prevalent in this country that industrial relations could best be regulated by legislation or commissions. In each instance, however, this has been disproved. We are now beginning to see, or soon will do so, that the best methods of adjustment of industrial differences, whether they be financial or those pertaining to differences between employer and employe, are those of conference and open negotiations. We have been regulated to the breaking point by boards, commissions, referees and what not—all under the guise of public good—until we are awakening to the realization that we are apparently no longer capable of attending to our own affairs but must have some commission or board or other regulatory body to arrange and supervise our daily routine.

We are desirous of the return to prosperity and normalcy, yet we continue to regulate industry, transportation and every activity in an artificial manner. It would be so much more satisfactory, in my judgment, were we to turn our attention to decentralization, deflation and de-regulation and employ some real surgeons and physicians in lieu of the quacks who are squawking about the ills of business. In this you are the men to meet this financial situation. You men who financed this country and the allied countries during the war and fed the hungry of the world should be big enough, and I know you are, to finance the railroads to the proper and necessary extent and put them on the proper basis.

Does railroad labor believe in Federal ownership, control or operation? that is a question asked so many times by the general public. My answer is "No." None of these is desirable, nor should they be resorted to except as a last resort. Many of

the public have been told and many believe that the railway employes as a whole have indorsed Government ownership and tripartite control. It is true that a number of organizations at one time declared in favor of such a plan; however, ours did not, because we found it objectionable and, generally speaking, unsound, being purely an untried theory. The majority of railway employes want freedom of action and the right to deal with their employers through their regularly constituted committees and representatives rather than being governed by boards or commissions. They prefer meeting in conference, and, even if there might be an occasional disagreement or even a strike once in a while on some line, it speaks better for the industry and more good can be accomplished by handling matters, as of old, around the conference table. As we have understood, all of the plans so far advanced would, to a greater or lesser degree, take away from management and men the ultimate right to settle their problems at home and substitute a centralized plan, the operation of which in its finality would center in a governmental board. When this became apparent, we, as officers on behalf of the organization, disagreed and withdrew from any further co-operation in this direction. Since that time other organizations in engine, train and yard service, we understand, have declared in favor of the old plan of mediation, conciliation and arbitration for the adjustment of disputes, which, insofar as the one feature of the subject is concerned, is favorable to decentralization. As to other groups, I cannot say what their ultimate object will be.

Railroads as Business Barometers

Usually the greatest good comes through an era of prosperity on the railroads, and I sometimes believe they are the best of all business barometers. Usually when the railroads are prosperous and making money they are spending it in all directions, through wages, supplies, materials, improvements and betterments, thus making the business of the whole country good. It seems only fair that the commercial and business men, as well as professional and semi-professional men, would look with favor on helping the railroads out of their difficulties, and firmly is the belief entertained that a campaign of education along the line of stabilizing the railroads should be actively undertaken. In this campaign and during its progress from time to time as conditions arise, we should get before the public the best views of all the interests and elements that enter into the questions. It is neither impossible nor is it impracticable to put on a campaign of real education

(Continued on page 99)

Local Surgeon in Service Half a Century

*Dr. C. Z. Aud of Cecilia, Ky., Is One of Most
Prominent Physicians in His Native State*

THE Illinois Central System takes special pride in its veteran employees, the loyal, experienced, time-seasoned men whose length of service extends often beyond two-score years. These men are to be found in all departments of the railroad. They are the solid steel framework of this great, substantial, enduring railway structure. Through their dependable and devoted efforts, this railroad has been able to win and merit a reputation for excellence of service.

No list of Illinois Central seasoned veterans would be complete without mention of a man who is entitled to be called a patriarch in the Illinois Central "family," with more than fifty years of duty performance to his credit. That man is Dr. C. Z. Aud of Cecilia, Ky., dean of company surgeons on this railroad, and possibly the ranking railway surgeon of the country. Doctor Aud began his duties as a railway surgeon on April 4, 1871, and, although not so actively engaged in his profession as formerly, he is yet a member of this railroad's staff and attends personally to a considerable number of cases. He retains today his title as local surgeon at Cecilia.

Born in Kentucky 75 Years Ago

Charles Zachary Aud was born at Knottsville, Daviess County, Kentucky, April 18, 1848. His father before him was a physician and one of the pioneer settlers of western Kentucky. The son received his early education at St. Mary's College in Kentucky and at Notre Dame University in Indiana. He took up the study of medicine at the University of Louisville and was graduated with the degree of M. D. in 1868. He has subsequently taken post-graduate courses in schools and hospitals of the East, notably the Bellevue Medical College, New York; College of Physicians and Surgeons, New York, and the Polyclinic schools of New York and Chicago. On his return from New York in 1871, the medical department of the University of Louisville conferred upon him the degree of *Ad Eundem*.

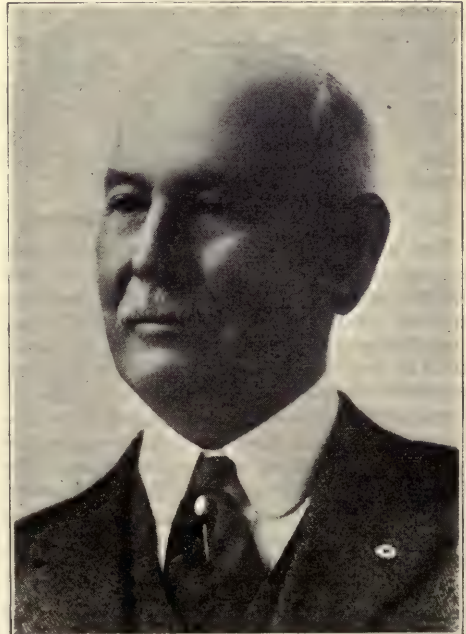
Dr. Aud has the distinction of being the first male inhabitant of Cecilia, Ky. His location there was coincident with the construction of the original railway line from Elizabethtown to Paducah, called the E. & P., which was built in 1871. This road later on was known by other names. It was called the Louisville, Paducah & Southwestern, then the Newport News & Mississippi Valley, and later the Chesapeake, Ohio &

Southwestern, which was its designation when absorbed by the Illinois Central System in 1896. Doctor Aud was appointed local surgeon at Cecilia while the line was being constructed. He lived and kept his office in the station building there for a time.

Looking backward over the long traverse of more than half a century, Doctor Aud views the experiences of his busy life with the mellow and ripened philosophy of one who has done his stint in the service of his fellow men. When Doctor Aud began his practice, he rode on horseback, with his emergency remedies and instruments in his saddlebags. Over the primitive roads at all hours of the day and night, at the mercy of whatever weather conditions chance might bring, he was always ready to respond to the call of suffering or distress.

His Two Sons Are Doctors

Doctor Aud was married in his early manhood to Miss Lura Bayne, whose father, Captain Aaron Smith Bayne of the Federal Army, was killed at the Battle of Stone River. Five children were born to them, three daughters and two sons. The eldest daughter is the wife of Dr. H. R. Nusz, who is himself a prominent physician, for many years in practice at Central City, Ky., but



Dr. C. Z. Aud

now also a surgeon on the Illinois Central staff, located at Cecilia. The second daughter is the wife of Frank L. Habich, a conductor on the Louisville district of the Kentucky division. The third daughter, Miss Nannie, is at home, her father's devoted companion. The older of the two sons, Dr. Charles A., is a dentist, established at Owensboro, Ky., and the younger son and youngest of the family, Dr. F. Guy Aud, is an eminent surgeon at Louisville. The latter was commanding officer of Base Hospital No. 210 in France during the World War.

Dr. C. Z. Aud proudly declares that all his sons, sons-in-law and grandsons who were above the age of 18, together with himself, who was nearly three score and ten, were volunteers in the great war. He served as a member of the District Selective Service Board of Kentucky during the entire period, attending to the duties of that body at Louisville almost daily and returning to Cecilia each afternoon to look after his patients. This strenuous activity at high pressure at Doctor Aud's advanced age ultimately sapped his powers of endurance, and he was forced to adopt a more easy-going habit.

In the afternoon of a long and useful life, Doctor Aud is a man of charming personality, full of interesting reminiscences of his varied experiences. He vividly recalls the days when injuries were far more frequent on the railroad and treatment was often given under the most primitive and hastily improvised conditions. He has performed major operations on the railway right-of-way, by the light of flickering lamps, or in lonely little cabins far from the world of modern sanitation and surgical aids as we know them. A remarkable record is established in the fact that Doctor Aud says that he only recalls one instance of a fatality which resulted from an amputation performed under such conditions.

Kept Up with Development of Science

The work of the devoted country doctors and surgeons in those far-off days was hedged round with handicaps the modern surgeon cannot conceive of, but their accomplishments were of a high order. Doctor Aud has always kept pace with the best methods in scientific advancement. He is proud of the distinction of having been the first to introduce the use of the hypodermic syringe, the clinical thermometer and the X-ray in medical practice in Hardin County.

Doctor Aud has served under two chief surgeons of the Illinois Central System, Dr. W. E. Owens and Dr. G. G. Dowdall. He smilingly avers that he has been privileged to minister to all sorts and conditions of patients, from the president of the road to the lowliest employee. On one occasion, he

was called to prescribe for President Stuyvesant Fish when the latter was passing through Cecilia and was afflicted with a minor ailment.

Recently, Doctor Aud purchased a home in Louisville and established Mrs. Aud and Miss Nannie there. He insists, however, on spending a part of each week at Cecilia, where, as recently as May 11, he attended an employe of the railroad who had suffered a slight cut from a hatchet. Safety education and modern safety appliances have greatly reduced accidents, Doctor Aud declares. He can remember when the old-time link-and-pin couplings were used and there rarely passed a day when some man wasn't maimed in switching or train operation. There was no company hospital then where employes could go for scientific treatment. Doctor Aud speaks in high praise of the complete system of modern and well-equipped hospitals now maintained by this railroad.

His Work Valuable to State

Doctor Aud has held many responsible positions in his native state. He was health officer of Hardin County for twenty-eight years and served as a member of the State Board of Health under three governors. He was advisory counselor of the State Medical Society for about forty years. For many years he was physician and surgeon for the Cecilian College at Cecilia and also for the Bethlehem Academy, a school for young women near St. John, Ky. He organized and is now president of the State Bank of Cecilia, and is a director in the Union Bank and Trust Company, one of the prominent banks at Elizabethtown. He also owns considerable farming land in the county.

In his work in the State Health Service, Doctor Aud has been one of the foremost figures in the medical history of Kentucky since 1890. He was associated with Dr. J. N. McCormack, who for nearly forty years was secretary of the State Board of Health. Doctor Aud has contributed much to the advancement of public health education and the promotion of the highest standards of ethics and scientific methods in the practice of medicine. He was president of the Kentucky State Medical Association in 1906 and subsequently was made councilor to represent his district.

Doctor Aud has served as delegate representing the state association to national meetings of the American Medical Society, and in that capacity has met and formed close personal friendships with physicians and surgeons of national prominence. As a member of the State Board of Health he was largely responsible for many progressive and constructive health laws which are a part of the state code.

No. 285, the Queen of Memphis Terminal

*Engineer J. I. Wheeler Is Proud of His
Engine and Her Efficient Work in the Yards*

IT was raining the day a representative of the *Illinois Central Magazine* climbed into the cab of engine No. 285, north of track No. 8 shed, at Grand Central Station, Memphis, and grasped for the first time the capable hand of James I. Wheeler. No. 285 is a passenger switch engine, and Mr. Wheeler is her master and devoted admirer.

"Two-eighty-five is a good engine," he said. "She's one of the best engines in the world. Do you know what they call her at the roundhouse and in the yards? They call her 'The Queen of Memphis Terminal.'"

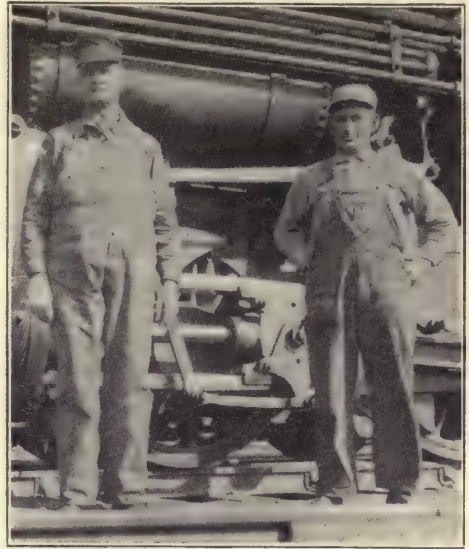
He said it smilingly but proudly—in the same way one speaks of somebody who is near and dear to him as having won deserved praise—and his hand, falling with the precision of long habit upon the throttle bar at his side, conveyed all the gentleness of a caress. Later on, while the big locomotive, obedient to the slightest touch of her driver, clattered over the switches and in and out of the maze of side-tracks, now pushing, now pulling long strings of passenger equipment, while the rain pattered and splashed on the cab roof, there came to the visitor perched on the fireman's seat an understanding of what Mr. Wheeler meant when he said No. 285 was a good engine.

The Personality of Locomotives

A locomotive is a living thing. It has an individuality, if not an actual personality. Engines are as different from one another as men are. One is steady, dependable, willing; another is fussy, impatient, nervous, capricious; yet another may be sulky, obstinate, given to fits of the megrims. There are said to be engines that run along smoothly and quietly for some time and then have a spell of hysterics. Mr. Wheeler meant that No. 285 had a gentle, kindly and tractable disposition. She isn't excitable; she doesn't prance and snort and lunge; she is sensible as well as sensitive; eager to respond to her master's bidding, she is not restive or headstrong. She's an obedient, good-natured engine.

"Oh," the reader may say, "that's all nonsense. It all depends upon the man with his hand on the throttle lever."

A great deal of it does, but not all. Engine and man must be friends; they must understand each other. Any engineer will vouch for that. The best engineer in the world cannot get perfect results with certain engines. They're outlaws, bad actors. There are cases on record of actual killers



J. I. Wheeler and Phil Mahoney

among them, locomotives with a mania for taking human life. At least one authenticated case is on record of an engine that committed suicide.

No. 285, placidly purring about Memphis terminal, has an affection for Mr. Wheeler. A stranger can see it. They are good pals. Time and again there were couplings to be made, coaches to be shunted into interminable pockets, rearranged, classified and reset. The procedure was invariably the same. Never a lunge and bump. Always a coupling was made as gently as a mother's kiss on the lips of her sleeping babe. No. 285 and Mr. Wheeler both know their business; they are examples of the co-operation for good service which is the rule and not the exception on the Illinois Central System.

Has Seen Twenty-five Years in Service

Mr. Wheeler was born on a farm about two miles south of Hernando, Miss., which is some twenty-five miles from Memphis. The farm where he was born has been in the Wheeler family for several generations. Mr. Wheeler's grandfather owned it and gave the right-of-way for the building of the Mississippi & Tennessee Railroad, which was constructed in 1856-57 from Memphis to within a few miles of Grenada, a distance of 100 miles. This line became a part of the Illinois Central System in 1889.

James Wheeler now owns part of the old home place near Hernando. His father and mother died two years ago, within four months of each other.

Mr. Wheeler was one of a family of nine brothers and seven sisters, nearly all of whom are residents of Mississippi and Tennessee within a short distance of Memphis. He entered the railway service as a fireman on the Illinois Central System twenty-five years ago last September. In the course of time he was promoted to engineer and served on various runs as regular and extra man for a number of years. About 1909 or 1910 he entered the switching service, and he was on night duty at the Poplar Street yard, North Memphis, for ten years.

Never Hurt in an Accident

Three years ago Mr. Wheeler's health became impaired, and he gave up his work for a few months. When he returned to duty he was assigned to passenger train switching on the Memphis terminal, where he made the acquaintance of "The Queen."

In his quarter of a century of railway service, Mr. Wheeler has never been hurt in an accident. He is considered one of the most careful and efficient enginemen in the service. The switching crew, which comprises Mr. Wheeler, Phil Mahoney, his fireman, also rated as an engineer, and the men who throw switches and make couplings, holds a fine record for efficiency.

The two enginemen work eight hours, from 7 a. m. until 3 p. m.

James Wheeler is in the prime of life, less than 50 years of age, clear of eye and steady of hand. He is remarkably gentle and equable of disposition; he is noted for his evenness of temper; nothing disturbs his serenity. Being signaled to slack ahead five times, or ten times, is all the same to him. The tenth time he comes back, he eases "The Queen" along as softly as the summer zephyrs that whisper to a rose. It is said that he's the same way every day in the week and every month in the year.

CAPITAL AND LABOR

I have no fears as to the ultimate outcome of the struggle between employers and wage workers. Ultimately those who have money will learn to give up, and those who have no money will learn to wake up. Employers will learn the lesson which the radicals are trying to teach, and the wage workers will learn the lesson which the employers are trying to teach. Those who have money will gradually learn that their safety and prosperity depend upon others' also being well off. Those who have not will learn that industry and thrift are the basis of all prosperity, and that we can all have more only as we produce more.—
ROGER W. BABSON.



Mr. Wheeler and engine No. 285, Memphis, Tenn.

Our Efficient New Orleans Coffee Service

*Rapid and Careful Handling of Shipments Makes
Illinois Central System Popular With Importers*

By JESSE W. FORD,

Receiving Clerk, Levee Depot, New Orleans

THE Illinois Central offers to its patrons, through its facilities at New Orleans, a coffee service that is efficient in handling traffic and prompt of movement when a shipment is received. On account of the central location of its terminals, the Illinois Central System affords the fastest service possible out of New Orleans for points north, northwest and northeast.

Shed No. 6, at the Levee depot, is used for this class of freight on account of its convenient location to the water terminals, being located only one block from the Mississippi River. It is also conveniently located near the principal coffee warehouses of the city, being only from one to eight blocks distant. This shed is ideally constructed for draymen, having a driveway through the center which affords excellent accommodation in inclement weather. This is important as the coffee bean is very susceptible to damage from moisture.

The system in effect at this shed has proved to be most economical for both the coffee importers and the coffee wharves at this port. As the coffee is unloaded from the ship, the importer furnishes the draymen with orders to move the coffee from



Employees, Shed No. 6. Reading from left to right: R. N. Hanning, receiving clerk; E. C. Luisch, office clerk; F. J. Kennedy, receiving clerk; A. A. Wagner, messenger; J. W. Ford, receiving clerk; J. J. Oakes, loading clerk; M. J. O'Brien, warehouse clerk; J. W. Heausler, loading clerk; Martin Guerco, sealer; H. J. Augustine, receiving clerk; W. Seagers, delivery clerk.

shipside to various railroads in the city for shipment. The draymen immediately haul these lots to the railroads. These lots are kept separate in the shed. When a carload of any one shipment is completed it is immediately loaded in cars for train movement.

System Gives Prompt Service

This system, after a number of years of practical experiments, has proved to be the best so far adopted at this port, as it enables the draymen to begin moving coffee from wharves as fast as it is discharged from the ships. Thus it will be seen that the wharves receive prompt service for the movement of coffee, and the importers prompt service as soon as the commodity is received at our warehouse.

The utmost care is taken, at this shed, in the proper loading of coffee; first class equipment is used, all cars are properly cleaned, protruding nails are carefully withdrawn, and the floors and sides are paper lined, so as to protect the coffee and prevent damage.

The coffee is loaded in cars in what is called a pyramidal shape—that is, the sacks are piled high in the center and low at each side, so as to keep as much of the coffee away from the sides of the car as possible. The coffee is also loaded eighteen inches from the doorway of the car, with two tiers across to the door, to form a brace and prevent the sacks from falling against the doors. The car doors are covered on each end with tar paper, to prevent rain or snow from beating into the doorway. All sacks having holes sufficiently large to



Wagon loaded with coffee sacks



Interior, shed No. 6

allow coffee to sift out are properly re-sewed to prevent loss in transit.

Coffee received over the wharves at New Orleans and drayed to Shed No. 6, Levee depot, for shipment is forwarded to various points in the North, West and Middle West, from whence it is redistributed to all parts of the United States. The principal points of shipment are: Memphis, Tenn., Louisville, Ky., Cincinnati, Ohio, St. Louis, Mo., Chicago, Ill., Keokuk, Iowa, Des Moines, Iowa, Waterloo, Iowa, Sioux City, Iowa, Omaha, Neb., Kansas City, Mo., Denver, Colo., Milwaukee, Wis., St. Paul, Minn., and Minneapolis, Minn.

Coffee Business Heavy at New Orleans

Some idea of the volume of business handled at our coffee warehouse can be



H. M. Wilson



Coffee for shed No. 6

gained from the following figures on coffee obtained from the United States custom house at New Orleans.

Imports, Green Coffee, Port of New Orleans
1919—356,608,477 lbs., or 2,701,579 sacks
1920—380,293,791 lbs., or 2,881,013 sacks
1921—333,556,770 lbs., or 2,526,945 sacks

Present indications, from figures available, are that the coffee imports at the port



Interior of loaded car

of New Orleans for 1922 will equal, if not exceed, those of 1921.

The Illinois Central employs at all times an efficient force of clerks at Levee depot to handle the business offered, and these men are willing and anxious to serve the public in the most courteous manner possible. On account of their long service in the handling of coffee, they are competent to serve the coffee trade.

The efficient service afforded in the handling of coffee at this port by the Illinois Central is due to the close personal attention given to it by J. W. Cousins, terminal superintendent, and C. T. Seiler, local freight agent.

Henry M. Wilder, who has been in the service for many years, twenty-five of which he has been assigned to the handling of coffee, is the foreman in charge at Levee depot, and it is his custom to serve the public in the most courteous and efficient manner.

The following are the clerks employed at Shed No. 6: Gus W. Heausler and Joseph J. Oakes, loading clerks; M. J. O'Brien, warehouse clerk; H. J. Augustine, Jesse W. Ford, F. J. Kennerdy and R. N. Hanning, receiving clerks.

Scale Tickets

With the use of automatic scales, an evil has developed which is of great importance both to the shipper and the railroad. Often when figures are printed on the tickets, the paster copy is illegible, due to improper printing or because the carbon becomes blurred.

After a car reaches its destination, having traveled over several divisions, and the waybill has been handled a number of times, it is sometimes impossible to read the figures on the scale tickets, and often the point at which the car was weighed is obscured.

Weight is the basis from which practically all revenue is derived, and weight tickets should be legible from a revenue standpoint, if from no other. It has been the experience of the writer that an excessive weight creates dissatisfaction and ill feeling among our patrons; on the other hand, the company itself can lose thousands of dollars annually by illegible scale tickets.

Mr. Weighmaster, in the interest of correct weights, satisfied patrons and proper amount of revenue for the Illinois Central System, make your scale tickets legible!—A. W. WALLING, chief rate clerk, Evansville, Ind.

Shops Set Record in Overhauling Engine

Workers at Memphis Require Just Eight Days to Get No. 1150 Back on Its Run

MEMPHIS shops completely overhauled engine No. 1150 in only eight days during the first part of March and established a record for such a job on the Illinois Central System, according to W. F. Lauer, general foreman of the Memphis shops. Burnside shops held the former record when a similar piece of work was turned out in ten days. The men at Memphis clipped two whole days off that record. The actual man hours required to overhaul No. 1150 at Memphis numbered 7,395, plus forty minutes.

When it was announced that engine No. 1150, in service on trains Nos. 9 and 10 between Jackson, Tenn., and Birmingham, Ala., was to be shopped for a thorough overhauling, Mr. Lauer says that he asked that the work be done in the Memphis shops. He knew that it was an important piece of work, and he was anxious for his shops to get it. He estimated that the work could be done there in twelve days.

Engine No. 1150 was delivered to Memphis shops March 1, and at 6 a. m. March 8 it had been completely overhauled and

tested out. That was four days less time than the work was expected to require.

Rapid Work in Overhauling

On March 1, No. 1150 was put in the back shop for a general overhauling. At 7 o'clock that morning there were eight machinists and helpers assigned for day work and four for the night shift. G. V. Glenn of the drop pit was in charge of the night shift. The day shift in charge of W. N. Wilson.

All wheels were dropped, cylinders and valves were bored out, fire-box and all flues removed in thirty-seven hours. On March 3 the new fire-box and flues were replaced and the back section of the frame was removed and placed. New shoes and wedges were applied all around, the frame was squared, shoes and wedges chipped and laid off in seven hours by B. J. Hart, and not one of them pulled.

On March 4 the engine was wheeled again and the cab put back in place. On the sixth day, E. P. Wilkes, the valve man, was going well. On the morning of the eighth day, at 10:30 o'clock, she was taken



Here are the men who had charge of the work of overhauling engine No. 1150 in record time at the Memphis shops. From left to right, first row: W. D. McNulty, assistant boiler foreman; J. V. Smith, tank foreman; J. P. Swanton, tool foreman; J. B. Temple, demonstrating foreman; W. N. Wilson, erecting foreman; A. M. Jackson, erecting foreman; E. X. Johnson, labor foreman; A. F. Jones, blacksmith foreman. Second row: W. F. Lauer, general foreman; R. O. Lewman, pipe foreman; G. R. Wilcox, fitting shop foreman; G. S. Gaden, roundhouse foreman; W. G. Stallings, boiler foreman; J. A. Elliott, machine shop foreman; J. W. Hough, assistant boiler foreman. Third row: F. R. Payne, drop pit foreman; W. W. Teasley, machine foreman; J. W. Chism, paint foreman; J. S. Scanlon, assistant roundhouse foreman; E. R. Christmas, demonstrating foreman.



Engine No. 1150 at Jackson, Tenn., with Engineer J. R. Gaffney and Fireman E. L. Garner

to the roundhouse. On the ninth day, at 7 a. m., Engineer Dave Barnett had her for break-in. On the tenth day she left Memphis on train No. 106 and was assigned to her regular run.

"There was not a mishap of any kind, not a man hurt, and every foreman will tell you all the men on this job hit the ball all the time," writes our correspondent.

The Work That Was Done

Here is what was done to engine No. 1150:

Engine stripped complete; lagging and jacket removed from fire-box and boiler; back sections of frame cut loose and removed, so that new fire-box could be applied; tires turned; wheels quartered; all new crank pins; new hub liners; new crown brasses; new driving boxes; all new driving box liners; new shoes and wedges; new pistons and rods; new valve bushings; cylinders bored, new rod brasses and bush-

ings; motion work bushings new; cross-heads overhauled; guides planed; engine truck overhauled; trailer truck overhauled; all cab valves and fittings overhauled; pumps overhauled; units overhauled; new bull rings and valve stems applied; new style steam pipe casing flanges and glands applied; new style guide yoke braces applied; spring rigging and brake rigging overhauled; pops overhauled; valves set and engine tank overhauled.

A total of 298 men, both skilled and unskilled, worked at various times on the engine. The machine shop work required 3,208½ man hours; the pipe tin and paint work, 640 man hours; the boiler and tank work, 2,684 man hours; the blacksmith work, 573 man hours; the roundhouse work, 290 man hours and ten minutes.

The men at the Memphis shops say that they are ready for the opportunity to regain their record if some other shop takes it away from them.

Engineer of No. 1150 Is a Popular Veteran

When a photograph was taken of engine No. 1150 to illustrate the preceding article, Engineers J. B. Tucker and D. L. Boone of the Tennessee division expressed a desire to tell what they knew about the efficient and popular pilot of No. 1150, Engineer John R. Gaffney. Engineers Tucker and Boone run opposite Engineer Gaffney on trains Nos. 9 and 10—the Seminole Limited—between Jackson, Tenn., and Birmingham, Ala. Here is what they wrote:

John Rampoli Gaffney is one of the most highly honored engineers on what is known as the "Scissor Bill Line." On the Birmingham district of the Tennessee division he ranks first not only in efficiency, skill and neatness, but also in seniority.

John Rampoli Gaffney entered the service of the Illinois Central on October 22, 1883. His forty years of arduous toil have not in any way impaired his youthful vigor. One of the most hair-raising episodes of his career occurred in his earlier days, when he unwillingly played a spectacular part with a crazy man who captured an Illinois Central engine and forced him, at the point of a revolver, to fire the engine. John Rampoli ran the engine for about twenty miles north of Jackson, Tenn., and almost back to Jackson before giving it up. A raised tank valve and an old style water pump were the only things that saved the day for the boiler. John Rampoli's photograph was placed in the *Police Gazette* after this epi-

sode, but to this day he insists that the photograph was not a good likeness of him.

John Rampoli Gaffney has since the Chicago World's Fair been sailing under a *nom de plume*; he is known far and wide as "Hogan." This was conferred on him in honor of Engineer Matthew Hogan, who established a speed record on New York Central engine No. 999.

This pleasant and optimistic bunch of good fellowship, "Hogan" Gaffney, always carries with him a smile, and there is no room in his make-up for a frown. He takes the greatest pleasure in tracing his Celtic ancestry back to the days of Brian Boru, who, tradition says, at one time ate a whole "shape" and half a lamb. "Hogan" can converse freely in the Celtic tongue and also is very fluent with the Italian language, which he uses on frequent occasions in conversation with the sons of Sunny Italy.

In his younger days, "Hogan" was very proficient with the violin, but never did he try to follow in the footsteps of those who play classical music. Instead, he specialized in that kind which made the puncheon floor weave to the footsteps of sure-enough dancers, long before the terpsichorean art had been dragged down in the dust by a "Saddy" night on the Barbary Coast. He wielded a fiddling bow to the following numbers that still remain in the minds of men of his age and youthful environments:

such soul-stirring tunes as "Billy in the Low Grounds," "Devil's Dream," "Fisher's Hornpipe," "Arkansas Traveler," "Old White Mule," "Money Musk," "Eighth of January" and many others which have left our minds in the flight of years.

"Hogan" Gaffney hauled all the steel used in the construction of the great Brush Creek bridge, one of the scenic effects of the Birmingham district, and he was the first man to run an engine over that structure. He was likewise the first man to pull a train into Birmingham over that connecting link which binds the great North and Northwest to that land of opportunity and promise, the South.

The Seminole in her meanderings brushes against the foothills of Red Mountain before she reaches Birmingham, and often and anon the deep-toned clarion notes of the whistle of No. 1150 break the silence of the mountain fastness. Brother Gaffney is so well known that when the miner and his family, in their humble hut, are eating their frugal meal in peace, the head of the family will turn to the others and say: "There goes John 'Hogan,' making a noble run."

We will say, with all of our hearts, that we wish for brother "Hogan" many more happy days and prosperity, and, while we have no octogenarians in our engine service, we believe he has the best chance of any man here to fill that exalted position.



Midnight and noon on Michigan Avenue, Chicago. Photographs taken by C. R. Knowles, our superintendent of water service, from a window in his office.

Is This a Record Illinois Central Family?

*Mrs. Wall of McComb, Miss., Has Six Sons
in Service, and Daughter Is Married to Employee*

WHAT is the largest family of employees on the Illinois Central System? The Wall family, on the Louisiana division, does not claim the record, but it does believe it is the largest 100 per cent Illinois Central family. There have been eight men in the family, and every one has been an Illinois Central employee. The seven members now living are still in the service.

The founder of this 100 per cent Illinois Central family was Charles N. Wall, who died in January, 1900, after five years of faithful service in the car department at McComb shops. Mr. Wall was born in 1857 at Gillsburg, Miss. Being the son of a farmer, he naturally took up farming, but in January, 1895, he entered railway service. In 1880 he had married Miss Frances Newman of Osyka, Miss. His death left his widow with seven children—six boys and one girl—ranging in ages from 18 years to 4 months.

Charles E. Wall was looked upon by his widowed mother to become the head of the family in his father's place. He found his first employment as a fireman on a logging road operating out of South McComb, and while there he was promoted to engineman. On March 8, 1911, he entered the service of the Illinois Central as switchman, and he is now an engine foreman in our yards at McComb.

Dewitt J. Wall is the second son. He also found employment with the logging road, first as a fireman and then as an engineman, and in October, 1913, he followed his brother to the Illinois Central as a switchman. He is also now an engine foreman in the McComb yards.

The third son, Lee H. Wall, entered the Illinois Central service May 25, 1918, as a brakeman. He was transferred to switchman April 15, 1919, and he still holds that position in the McComb yards.

Homer M. Wall, the fourth



Charles N. Wall

son, entered the service of the Illinois Central System July 4, 1908, as a caller. In May, 1911, he was promoted to yard clerk; on August 10, 1911, to telegrapher; on October 18, 1916, to car distributor, and on February 28, 1918, to dispatcher.

Fred A. Wall, the fifth son, became a member of the Illinois Central System family July 1, 1917, but he was with the company only two months when he gave up his job to enter military service. He returned to the railroad in August, 1919, and on January 24, 1920, he was transferred to switchman, which position he still holds.



The Wall family. Top row, left to right: C. E. Wall, Mrs. Frances Wall, D. J. Wall and Mrs. Milton H. Barnes. Bottom row, left to right: L. H. Wall, H. M. Wall, F. A. Wall and G. V. Wall.

The youngest son, Gordon V. Wall, found employment as a messenger April 23, 1915, when 15 years old. On December 12, 1916, he was promoted to file clerk, superintendent's office; on January 20, 1918, he was transferred to yard clerk, and on August 12, 1920, to switchman.

The only daughter, Miss Alice, was married to Milton H.



Milton H. Barnes

Barnes, who entered the service of the Illinois Central January 1, 1901, as machinist helper at McComb. In August, 1903, he was transferred to fireman, and on February 17, 1907, he was promoted to engineer.

Although the present men of the family are all young men, they have given the Illinois Central System about seventy-six years of service, which makes about eighty-one years for the entire family, including the five years the father was in the service.

The seven men of the family now living are all located at McComb. Every one is a loyal, enthusiastic Illinois Central man, and a hard worker.

MORE VETERAN ENVELOPES

The article about veteran envelopes still in service that appeared on page 83 of the May issue of the *Illinois Central Magazine* prompted George L. Bicks, agent at Ospur, Ill., to send us three old-timers of form 805 similar to the one illustrated in the magazine. Each of the envelopes Mr. Bicks sent in has been turned inside out and re-addressed. One of them was addressed originally to "General Superintendent of Transportation, Chicago," and the address on the inside of the others was "Car Accountant, Chicago." Since being reversed, all three envelopes have been permanently addressed to "Chief Dispatcher, Clinton, Ill."

One of the envelopes bears the station stamp of Maroa, Ill., April 19, 1899. It also shows handling at Osyka, Miss., July 1, 1902; La Center, Ky., March 18, 1904; Woodward, Ala., December 27, 1910, and Ospur, Ill., May 8, 1923. Another bears the station stamps of Knoxville, Miss., April 22, 1899; Coahoma, Miss., July 12, 1908; Belleville, Wis., September 4, 1908; Buffalo Hart, Ill., July 13, 1910; Glen Carbon, Ill., August 19, 1912; and Ospur, Ill., May 1, 1923. The third envelope was stamped at Lanes, Ill., August 10, 1899, and Ospur, Ill., May 8, 1923.

The three envelopes are still in fairly good condition, and have been returned to Agent Bicks for further use.

Care and Attention Give Engine a Record

By TOM TREANOR,

New Orleans Division Editor

What can be done with care and attention has been amply demonstrated on the New Orleans division by Engineer J. R. Tusson with engine No. 1044. This engine was recently sent to the Vicksburg shops for general repairs, and its condition was remarkably good, considering the fact that it has made 194,000 miles since it was overhauled at Burnside shops some time ago. The cylinder packing, valve chambers, cylinders, shoes and wedges were in first-class condition, which occasioned much appreciative and complimentary comment. Not a single failure is recorded against the engine.

Engineer Tusson was requested to explain how he did so well with No. 1044.

"I ran this engine most of the time since it was last overhauled," he said. "It always did fine work up to the very minute it was placed in the shop for general repairs. The engine has been on the most difficult run on the Yazoo & Mississippi Valley—that is, on trains Nos. 12 and 15, a straight run of

235 miles, with a regular train of eight cars. I have never shut off the steam until nearly stopped, nor have I let the engine drift down any of the hills with the throttle shut off. I have had but one set of cylinder packing put in, and the valve rings have never been changed. Since the engine was last overhauled neither a piston nor a valve stem was ever packed. Oil cups on piston rods and valve stems should be on all engines; and as to oil, I have made an average of fifty miles to a pint. Percentage? I figure engine No. 1044 is in the neighborhood of 100."

Master Mechanic G. C. Christy and Traveling Engineer Jerry Cronin both say that No. 1044 has made one of the best records of any engine of a similar class and size in the United States.

Some will not learn because they think they know enough already; others will not learn because they are afraid they are showing their ignorance by asking questions. It does not pay to belong to either class.—*Ohio Extension News.*

Spent Nearly 50 Years in Railway Work

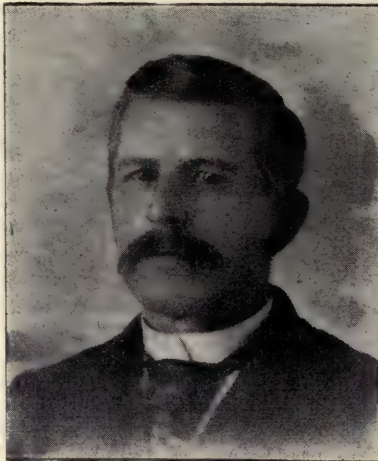
Luther Backus of Dixon, Ill., Retired on Pension in 1917, Celebrates His Golden Wedding

FEW of the large number of Illinois Central employees who are now retired from active service on pension have a finer record than Luther Backus of Dixon, Ill., former station agent there, who was retired from active duty on November 1, 1917. Mr. Backus came very near to rounding out a full half-century of railway work before he knocked off to enjoy the well-earned ease which comes after years of diligent and loyal service. Counting approximately forty-seven years spent as a clerk and station agent for the Illinois Central and about two years in the same capacity for the Chicago & North Western, he has forty-nine years of railway work to his credit.

Mr. Backus began his service with the Illinois Central Railroad as clerk and cashier in the local freight office at Dixon, Ill., on November 2, 1868. He held that position for eleven and a half years, resigning in the spring of 1880 to take a similar position with the C. & N. W. at Dixon. After about nine and a half months, he was made station agent for the latter road at Nachusa, Ill. A little more than a year later he resigned and engaged in the coal business at North Dixon. In connection with that vocation he handled the small Illinois Central station at North Dixon.

Only One Dakota at That Time

In 1883, having disposed of his coal business, he had an opportunity to take charge of the railway station at Huron, Dakota, for the North Western. The two Dakotas, as now divided, were all one territory at that time. He went to Huron and lined up things to assume his duties, then returned to Dixon to arrange for moving his family to their new home. At this time he was offered the station agency at Le Mars, Iowa, by the Illinois Central, which position he accepted. He spent four years or so at Le Mars, then was transferred to Sioux Falls, S. D., where he remained about two years. After that, he went to Chicago and was chief clerk at the old Water Street



Luther Backus

freight office for almost a year. On July 16, 1890, he returned to Dixon as station agent, to remain there until his retirement, more than twenty-seven years later.

Mr. Backus has a flawless service record. During his long term as local representative of this railroad at a busy point in central Illinois, he has been known for his dependability, his loyalty to the Illinois Central, his devotion to duty and unflinching endeavor to give the public good service all the time. He has many friends. More than once

he has proved his fine loyalty to the company he served, too, in his tireless efforts to make the Illinois Central's prestige paramount to every other consideration.

"In 1868, when I began railway work," he says, "I recall that there was a young man about my own age who had charge of the stationery department at Amboy, in the office of Superintendent John C. Jacobs. This young man's name was John M. Egan, and he afterward left Amboy and rose to fill many high executive positions with various railroads. I have just heard of his death at Amboy, on May 9. His father, I believe, was a construction engineer and had charge of masonry construction when the Illinois Central Railroad was originally built through northern Illinois. Evidence of his work may still be seen in the arch which supports the joint switching tracks of the Illinois Central and Chicago & North Western near Rock River in Dixon, as he built that arch.

"John M. Egan was a brother of Colonel A. H. Egan, general superintendent of the Yazoo & Mississippi Valley Railroad at Memphis, and an uncle of J. M. Egan, who was recently promoted to the chairmanship of the car service division of the American Railway Association from the general superintendency of our Southern Lines.

"A. E. Clift was superintendent of what was called the Freeport division during the later days of my work. Mr. Clift was the best superintendent in the United States in my opinion, and I am very glad to hear that

he is now vice-president in charge of operation for our road. J. F. Tucker, who is now dead, was general freight agent in those days. The older men are fast passing away. It gives us who knew them so well a feeling of loneliness to hear that they are no longer with us."

Celebrated Golden Wedding Recently

Mr. Backus was born at Grand Detour, Ill., March 6, 1848. His wife, who is still his beloved helpmate and companion, was born in the same village December 8, 1850. They were married at Dixon March 23, 1873. The occasion of the fiftieth anniversary of their marriage was celebrated with a family gathering last March 23 at the family home, 802 South Peoria Avenue, Dixon.

Mr. and Mrs. Backus have two sons, Claude, who is now in the Orient in charge of export sales for the Simmons Company of Kenosha, Wis., and Carl C., who is gen-

eral superintendent of the same company. It was planned to have five generations of the immediate family present at the celebration of Mr. and Mrs. Backus' golden wedding anniversary in March, but the severe storm which overspread the Middle West at the time prevented the attendance of Mrs. Backus' mother, who lives at Mount Morris and who is now 97 years old. Four generations were in attendance, however, in the persons of Mr. and Mrs. Backus, their son Carl, their granddaughter, Mrs. Craddock of Chicago, and their great grandson, the little Craddock boy.

In America every man's future depends upon himself alone. Where a rail splitter can become a Lincoln and a messenger boy a Carnegie is certainly a Land of Opportunity, and that land is this country—your country if you are worthy of it, no matter where you were born.—OSCAR S. STRAUS.

Our Monthly Roll of Honor

Below is a list of employees retired at the meeting of the Board of Pensions, April 24:

Name	Occupation	Years of Service	Date of Retirement
Harry G. Coltart.....	Ticket Agent, Memphis, Tenn.	22	1/31/23
Charley Selmon	Station Porter, Harriston, Miss.	18	3/31/23
Jefferson D. Dickson.....	Engineman, New Orleans Division.....	36	2/28/23
Phoenix Simpson	Cooper, Baton Rouge, La.	21	4/30/23
Andrew Vargo	Laborer, Burnside Shops	25	3/31/23
Frank B. Palmer	Towerman, Chicago Terminal	25	1/31/23
Allen P. Howard	Foreman (B&B), Kentucky Division.....	31	1/31/23
Benjamin G. Boyd.....	Agent-Operator, Water Valley, Ky.	17	1/31/23
Thomas C. Eagan.....	Switchman, Chicago Terminal	28	2/28/23
Nicholas Brickel	Carpenter, Burnside Shops	27	2/28/23
William H. Riedell	Conductor, Iowa Division	30	2/28/23
Edwin M. Coe	Engineman, Louisiana Division	44	2/28/23
James Wood	Section Foreman, Monticello, Ill.	23	3/31/23
Jerome Sprague	Engineman, Minnesota Division	39	3/31/23
Charles E. Edwards	Engineman, Minnesota Division	33	3/31/23
James Broadbent	Machinist, Burnside Shops	54	4/30/23
Martin DeYoung	Janitor, Burnside Shops	23	4/30/23
George Gebhardt	Crossing Flagman, Monee, Ill.	36	4/30/23
Richard Johnson	Lamp Tender, Carbondale, Ill.	30	4/30/23
Andrew Southerland	Lampman, Mounds, Ill.	32	4/30/23
Albert C. Wilcox	Chief Accountant, Mattoon, Ill.	43	4/30/23
Caleb Flint	Section Laborer, Webster City, Iowa.....	20	4/30/23
Joseph F. Mettler	Machinist, Fort Dodge, Iowa.....	36	4/30/23
Solomon Hart	Laborer, New Orleans, La.	30	4/30/23
Robert Crimeal	Laborer, New Orleans, La.	16	4/30/23
Fred Dancy	Laborer, Newton, Ill.	24	3/31/23

The following deaths of pensioners were reported:

Name	Occupation	Date of Death	Term as Pensioner
George S. Wise.....	Stockkeeper, Waterloo, Ia.	3/ 9/23	10 years
Charles Miller	Blacksmith Foreman, St. Louis Div.....	3/23/23	15 years
August Skadell	Laborer, Burnside Shops	3/28/23	12 years
Edward Fulton	Fireman-Engineer, Indiana Division.....	3/25/23	2 years
William R. Hays.....	Engineman, St. Louis Division.....	4/14/23	2 years
Edward H. Groff.....	Clerk, Iowa Division	4/17/23	5 months

How Employes Can Halt Misinformation

Most of Those Attacking the Railroads Are Unable to Answer When Courageously Questioned

The following statement of the duty of railway employes to refute misstatements about the railroads and assist in the formulation of an enlightened public opinion on the railway question is by a man of wide experience and keen observation. Mr. Weber was for a number of years a Chicago newspaper editor. His publication is noted for its straightforward treatment of business problems.

By **GEORGE W. WEBER,**

Editor, *Weber's Weekly*, Chicago

MANY things are left undone and many more fail in the doing for no other reason than that the would-be doer doesn't know exactly where or how to begin. Doubt begets irresolution, and irresolution inaction, which often is ascribed to unwillingness or a determination not to do. Thus, the well-intentioned employe may fail to his own and his employer's hurt because he doesn't know just what to do in certain matters.

It is not more than fair to the average employe of a railroad to assume that he knows that the concern he works for is regulated as to the character and rates of its service by federal or state commissions. It is also no more than reasonable to suppose that he knows that if his company be harshly regulated it will impair its power to be liberal to him as a worker. I say the average employe knows this, for if he doesn't he should know it and should govern himself accordingly.

However, I am not equally sure that the average railway employe, even if he knows all that I have indicated, has formulated in his mind just exactly what he can do to protect himself against that sort of regulation that may regulate him out of his job, or into lower pay, or prevent his promotion.

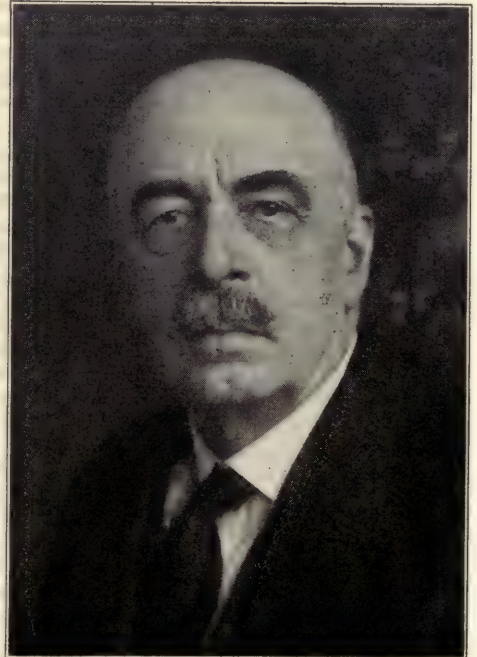
I have often thought I would like to be an employe of a railroad simply because of the opportunities such a position offers one to do something outside of the ordinary—beyond the blueprint—for his own good in more ways than one.

Nearly all of the ruinous regulation that is demanded for railroads is prompted by agitators. There are two general classes of agitators. The first is made up of those who are seeking office. The second class is composed of those who would like to overthrow the American system of government. In their speeches and writings they constantly make statements which are not true and which the properly informed railway em-

ploye knows are not true. If such statements are made at a meeting it would be quite in order for the railway employe to ask the speaker where to find the authority upon which he bases his statements. Because such speakers are not more frequently questioned as to their authority for reckless statements made by them, they have grown more and more careless in what they say.

The revolutionist agitator does not attempt to deal with facts. He seeks to prejudice the minds of his listeners and make them believe that our system of government is wrong and that workers should revolt against it. He should be made to answer as to when and how far the experiments of communism at different times and places, past and present, have worked out and are working out. The ordinary Radical speaker is ignorant of the facts concerning the propaganda he tries to impress upon his hearers. He thinks he doesn't need to know much because he talks to those even less informed than himself. Ask him where there is less communism than in America and where there is better pay for all sorts of workers.

Another resource for the railway employe who would set things right for him-



George W. Weber

Illinois Central Magazine

self and his fellows is the public press. Except newspapers that are operated for the purpose of misleading the public, editors are glad to get letters from their readers. Many newspapers print the extravagant statements of the railway baiters just because the statements are sensationally exaggerated. They put the statements in quotation marks to make sure that the reader will know that the newspaper does not indorse them. Such news matter too often goes unchallenged. In newspaper offices—and I have handled such copy in all kinds of newspapers — the conscience is quieted with the reservation that “we will print contradictions if they come in.” The trouble is that correction fails because what is the business of so many is attended to

by none. Nothing has a more salutary effect upon an editor than a hundred or so letters addressed to his paper in protest against exaggerated and untruthful statements in the columns of his paper. The editor naturally doesn't want to do otherwise than please the greatest possible number of his readers.

Among the hosts of railway employes are thousands who have the gift of writing and oratory. The first should use their pens; the second, their speech. Those who do not aspire either to write or to speak can always have a mouthful of justifiable response to those who talk or write without thinking and who have too much to say about things upon which they are either uninformed or misinformed.

Reunion Held as Planned Three Years Ago

Three years ago ten girls employed in the comptometer department in the office of the auditor of disbursements at Central Station, Chicago, entered into an agreement to hold a meeting May 6, 1923, on the mezzanine floor of the Sherman Hotel in Chicago.

Nine of them assembled at 7:30 p. m., May 6, as agreed upon. They were: Miss Jane Sykes, Miss Irene Frana, Mrs. Fred Nickel, Miss Ita Bateman, Mrs. James Bell, Miss Rose Novak, Miss Mamie Angrave, Miss Gertrude Huber and Miss Myrtle Loeffel. Mrs. Frank Schell, the tenth member, now living in Minneapolis, telegraphed that she would be unable to attend. Only four of those present, Miss Sykes, Miss Angrave, Miss Huber and Miss Loeffel, are now employes of the company. Miss Frana left the service a short time after the agreement was drawn up. Mrs. Nickel, formerly Miss Hayek, resigned about two years and a half ago and married. She now has an 18-month-old daughter. Miss Bateman has been out of the service about a year. Mrs. Bell, formerly Miss Bilek, left the service about a month after she signed the agreement to meet with the other girls. She married and now has a 2-year-old son. Miss Novak resigned about two years ago and at present is living on a farm at Cary, Ill.

After the exchange of greetings at the Sherman Hotel, the party went to the Blackhawk Cafe, where the members enjoyed a delicious dinner. Miss

Loeffel presided at the dinner and called upon each to give an account of herself during the last three years. The talks that followed brought all the news and gossip up to date. Among the matters discussed was the approaching marriage of Miss Bateman, which will take place June 6.

The meeting was of so much interest that another agreement was signed by all present. The date for the next meeting is May 6, 1926.

There's a great deal of good that can be done in the world if we are not too careful as to who gets the credit.



May 6 these nine young women dined, gossiped and exchanged experiences. Three years ago they worked together in the office of the auditor of disbursements at Chicago. They are: From left to right, back row: Mrs. James Bell, Mrs. Fred Nickel, Miss Irene Frana, Miss Myrtle Loeffel and Miss Rose Novak. Front row: Miss Gertrude Huber, Miss Mamie Angrave, Miss Ita Bateman and Miss Jane Sykes.

The Patrons' Interest in Railway Success

General Superintendent W. S. Williams Shows the Aurelia, Iowa, Community Club Need for Co-operation

W. S. Williams, general superintendent of our Western Lines, on April 27 addressed the Aurelia Community Club of Aurelia, Iowa, taking as his subject "Railway Progress." Mr. Williams sought to impress upon his hearers the community of interest between transportation companies and the people they serve, and reports of the meeting indicate that his remarks were well received. He said, in part:

PROGRESS is achieved through co-operative action. A group of men, working together in a common cause, can accomplish far more than the same number of men can accomplish working at the same task as individuals, each pursuing his own course. The acceptance of this fundamental principle is the foundation of everything that our civilization represents.

You have recognized this principle in the formation of the Aurelia Community Club. You are endeavoring to co-ordinate your aims and actions in such a way as to promote the welfare of this community, confident in the belief that your individual well-being is dependent upon the well-being of the community. You have common ends to serve, and, very sensibly, you have joined forces in serving them.

It has always been my opinion that there ought to be more of such co-operative action as this between the railroads and their patrons. There are still some persons who seem to believe that the welfare of the railroads and the welfare of their patrons are opposed—that one can profit only at the expense of the other. Nothing could be farther from the truth. The fortunes of the railroads and the fortunes of all other human enterprises represented by what we call farming, business and industry are indissolubly linked together. Prosperity for one means prosperity for the other, and economic ruin for one would mean economic ruin for the other.

Good Service in Cherokee County

Let me illustrate that by referring to your own county—Cherokee County. Cherokee County is one of the richest, most productive, most advanced farming communities in the United States. It is the leading agricultural country in the leading agricultural state of the Union. Several things help to make that leadership possible: Fertile soil, good climate, abundant rainfall, a citizenship educated in improved farming methods. All of these things are

of greatest importance. However, there are many other spots in the United States that are blessed with soils as fertile as any in this county, that have ideal climatic conditions, that have plenty of rainfall, but that are not so prosperous, not so far advanced as Cherokee County. Why? Because those districts have not the railway service that you have here. I will even take the position that adequate, efficient railway service is the most important essential in bringing about farming prosperity. I believe you will agree with me in that, after a little sober reflection.

A farmer can raise thousands of bushels of grain or hundreds of head of livestock, but if he had no way of shipping those products to market they would be practically worthless; their value would be entirely governed by the market for local consumption; the high position that Cherokee County occupies in agriculture would be quickly lost if everything produced in the county had to be sold entirely within the borders of the county. The railroads, then, represent a service that is vital to the farming industry. Agriculture requires adequate, efficient transportation, and farm operators ought to be greatly concerned about anything that is done to weaken the railroads, to make them less efficient, less able to give adequate service at all times and under all conditions.

Railroads Work For Efficiency

The railroads are themselves working toward the same objective. The Illinois Central System is anxious to keep itself well equipped to handle the utmost demands that are made upon it for transportation service. That is the desire of every worthwhile railway management in the country. It isn't a case of philanthropy. It's good business practice. In times past some railway managements took the position that they could prosper at the expense of service to their patrons, but they found out differently. Railroads cannot earn profits without giving real service, any more than real service can continue to be rendered indefinitely by a business institution that is not permitted to earn a fair profit.

I believe you will agree with me that, with this common end in view, it is the worst kind of folly for railroads and their patrons to go pulling apart, instead of working together.

The railroads and their patrons represent

a great partnership of interest. Here in Cherokee County, the partnership is between the Illinois Central System and the citizens of Cherokee County. We are working together. Our railroad is endeavoring to give you a service that is essential to the conduct of your business, and you are endeavoring to give the railroad that fair treatment which will permit it to grow and develop, not alone for the profit of the owners of property, but in order that your increased requirements for transportation can be taken care of adequately and efficiently.

There are some partners who cannot get along except by trying to force each other to live up to their obligations of partnership, but I do not think that is true of the partnership between the railroad that I represent and the community you represent. It is not the attitude I take toward my associates when I want to get things done, and it is not the attitude you adopt toward your associates when you want to get things done. It is much better to work in amity and harmony than in ill-feeling and discord.

Farmers' Prosperity Important

The prosperity of practically all business in this country is greatly affected by the prosperity and purchasing power of our farming population. We are all interested in seeing the farmer prosper because his prosperity means good times for everyone else, including the railroads. A railroad like the Illinois Central System, which serves a great farming territory throughout the Middle West and the Mississippi Valley, is naturally very much interested in doing everything it can do to assure agricultural prosperity.

There are certain persons who claim to be speaking for the farmers of America who are declaring that reductions of freight rates by the railroads are essential to the prosperity of the farmers. These individuals claim that the one thing, above everything else, that has made hard times for the farmers in the last two years is the general increase in railway freight rates that came about as a result of the war, and they claim that if rates were only put back on a pre-war basis the farmers' troubles would be over to a very large degree.

Now, that does not coincide at all with my belief. I think the farmers, and all other classes of our population, too, ought to be given the benefits of the lowest freight and passenger rates that economic conditions will justify, but I do not think that rate reductions, as such, will restore farming prosperity or that reductions in rates without corresponding reductions in the costs of operating the railroads would be beneficial to the farmers of the country.

In fact, I believe reductions in rates without reducing expenses hurt the farmers more than help them.

To clarify this point, let us consider for a moment which is more important to the farmers of the country—that they have lower railway rates or improved railway service. The farmer would like to have both, but this may be a case of where we can't eat our cake and have it, too. Which will be better for the country—that rates be reduced at the impairment of railway service, or that railway service be strengthened by continuing in effect the present schedule of rates?

Cost of Transportation Shortages

The one man in this country who probably has the biggest vision of our commercial life is Mr. Herbert Hoover, Secretary of Commerce. In his annual report to the President, for 1922, Mr. Hoover declared that shortages of transportation ("car shortages," as they are most generally called—although the shortage extends to other facilities than merely freight cars) constitute a tax upon the country exceeding the cost of running our Government. This is a staggering thing to contemplate, but I am sure your own experience with transportation shortages will bear witness to the fact that the resulting losses are serious to the farmers alone.

Take the shortage that existed in 1920, which is far enough behind us now that we can look back upon it and estimate its effects. There were scores of farmers here in Cherokee County who were unable to get cars when they wanted to ship their grain in 1920, when prices were right and other conditions were favorable, and who had to hold that grain and sell it on a declining market. I know that many of the farmers who were caught in that predicament were inclined to blame the railroads for the shortage of cars. But were the railroads to blame? Were they to blame for the shortage that existed last year, or the shortage that there will be this year unless they expand their facilities very rapidly during the next few months?

For a great many years the railroads of the country have been practically at a standstill as regards adding cars and locomotives, building additional trackage, reducing grades, expanding their shops and making other additions and betterments to their properties. The business of the country has grown by leaps and bounds. Now, it must be self-evident that the amount of business that can be carried on by the people of the United States is regulated by the amount of traffic that the railroads can carry. If the business capacity of the country expands more rapidly than the rail-

roads expand, we have a shortage of transportation, and that is what has happened in this country. I do not need to bring in figures to support that statement, because every person in this audience knows it is true. Many of you know it by costly experience.

Decline of Railway Net Earnings

As for the cause of this arrested expansion on the part of the railroads, we need only to look at the figures on railway net earnings. Beginning with about 1917, the net earnings of the railroads began to decline. In 1916 the net operating income earned by the railroads (that is, what they had left after paying operating expenses, taxes and rents for the use of equipment and jointly-used facilities, but before paying rents for the use of leased lines or interest on their bonds and other indebtedness) amounted to 6.16 per cent upon their investment. In 1917 this dropped off to 5.26 on investment. The next two years were government-control years, during which the federal government undertook to guarantee to the railroads a return based upon their altogether inadequate earnings just prior to the war, but the net operating income which the railroads *actually earned* in those years was 3.51 per cent upon their investment in 1918 and 2.46 per cent upon their investment in 1919. The next year was partly under government control, partly under private operation with a government guaranty, and partly under private operation without any guaranty whatever. In 1920 the net operating income that the railroads *actually earned* was about nine-hundredths of 1 per cent. There has been no guaranty of earnings whatever for more than two years now. In 1921 (without a guaranty of any kind) the railroads realized a net operating income of 3.08 upon their investment, and the estimated net operating income for 1922 (also with no guaranty whatever) was about 4.05 per cent upon the railway investment. As I said before, net operating income does not mean income available for dividends—it is what the railroads have left before they pay rentals on leased lines or interest on indebtedness, before a cent is paid in dividends, and before a cent is put back into the properties in the way of improvements.

The railroads have only two ways to obtain the money which they expend for new equipment and improved facilities. Either they must realize surplus earnings, or they must borrow it. Not being able to realize surplus earnings, they are forced into borrowing the money. These borrowings come largely from small investors. There are about 800,000 stockholders in the railroads of the country, and it is estimated

that there are about the same number of bondholders—the bondholders being those who have lent their money to the railroads for the purpose of making expenditures for improvements. In borrowing money, the railroads must compete with many different forms of investments—farm and city mortgages, industrial stocks and bonds, government and municipal loans, and so on. Before a person invests in any of these forms of securities, he quite naturally tries to find out, either by personal investigation or by accepting the advice of bankers or other financial advisors, what the opportunity is for earning a fair return on his money and of getting the principal back when it comes due.

Railroads Don't Attract Investors

The reason that the railroads have not been able to keep pace with the expansion of business by enlarging and extending their plants is that their earnings have been altogether insufficient to attract investors away from other forms of investment. An investor is no more altruistic than anyone else; no matter how much the railroads need to expand their facilities, there is no one who is going to lend his money to the railroads unless he has the assurance that the investment is sound. And with railway earnings constantly declining, there has not been very much about the railway situation that promises well for investors. Recognizing this, the managements of the railroads have found themselves barred from making the improvements in their plants that should have been made.

The way to overcome this situation that is causing losses that run into billions of dollars is *not* by still further curtailing railway earnings by reducing rates. It is by permitting the railroads to realize earnings that will attract investors, even if the present scale of rates have to be kept in effect. That is why I say that a reduction in rates to the farmers of the country would do them more harm than good—for a reduction at this time, without further reductions in the costs of operating the railroads, would eliminate railway earnings altogether and still further blight the market for railway securities.

The lesson we should have learned in the last few years with respect to the railroads is that we must pursue a railway policy of "live and let live." We cannot kill off railway growth and expect to have strong railroads.

There are some self-appointed spokesmen for the railroads, including one United States Senator from this state, who claim that the present levels of rates are caused by the attempts of the railroads to realize

a return upon a valuation of their properties which these alleged spokesmen claim to be excessive. These men claim that if the so-called "water" were squeezed out of the valuation of the railroads, the railroads could earn a fair return upon the value of their properties and relieve the farmers and the rest of the country from paying rates which they say are exorbitant and oppressive. I would like to have you examine the facts about this situation and see for yourself just how much truth there is in these reckless charges.

Here Are the Official Figures

We have the official figures showing the revenues and expenses of the railroads for the first ten months of 1922, so I am going to make use of them. During that period, the railroads realized a net operating income at the annual rate of about 3.97 per cent upon their tentative valuation as determined by the Interstate Commerce Commission for rate-making purposes (the valuation which these railway critics claim to be excessive). What this rate of return meant to the payer of railway rates in that period can be expressed in this way: Out of every dollar that the railroads took in during the period referred to, they paid out 79.6 cents for operating expenses, 5.6 cents for taxes, 1.4 cents for equipment and joint facility rents, and had left a net operating income of 13.4 cents. Now, about 11.3 cents of this net operating income was required to pay fixed charges (that is, rents of leased lines and interest on debt), leaving about 2.1 cents available for dividends.

Suppose the tentative valuation established by the Interstate Commerce Commission were reduced by one-third (which would be about what some of these agitators are claiming should be done). That would have made it possible for the railroads to have taken in about 95½ cents instead of a dollar, and still realized the same *rate of return*. In other words, rates could have been reduced about 4½ per cent. That is a very small reduction for the average person. During 1922 freight rates were reduced on all commodities from 10 to 33 1/3 per cent without satisfying the railway critics, so it is hardly possible that they would be satisfied with a meager reduction of about 4½ per cent. On the other hand, however, cutting 4½ cents off the railway dollar for the period we are considering would have cut off the 2.1 cents which the railroads had available for dividends and would have left them unable to pay all their fixed charges—all of which are just as necessary to have paid as operating expenses or taxes.

The charge that there is "water" in the

tentative valuation of railway property as established by the Interstate Commerce Commission is without any foundation at all. Some of the railway critics have gone so far as to say that this tentative valuation was determined by accepting, with very little alteration, the claims of the railroads themselves as to the value of their properties. Commissioner Hall answered this criticism a year ago when he emphatically declared that the railroads' investment figures were *not* taken as the basis for the tentative valuation, but that the Commission computed the tentative valuation upon the basis of information assembled by its own bureaus, largely in the process of valuing railway property under the authority of the LaFollette valuation act of 1913.

For a great many years there have been critics of the railroads who have contended that there is "water" in the capitalization of the railroads. That charge has been true with respect to a few railroads, but for the railroads as a whole and for the great majority of the railroads individually it is untrue. The valuation act of 1913 was sponsored by Senator LaFollette, who believed that a physical appraisal of railway property values would show over-capitalization. The work of valuation has now been going on for nearly ten years, and the Interstate Commerce Commission has made tentative reports on the value of a good many railway properties. Its work is pretty far along on a good many other properties. In arriving at values, it has taken actual elements of values, not the claims of the railroads, and pre-war values have been the basis. The railroads believe that the Commission has been too strict in most cases rather than too liberal. The Transportation Act of 1920 required that the Commission establish a tentative valuation as a basis for making rates, and this was done. This tentative valuation was something over \$2,000,000,000 more than the capitalization of the roads as of that time, and now those who advocated a valuation of railway property, hoping it would show the railroads as being over-capitalized, are confounded by the fact that it has shown them, as a whole, to be under-capitalized.

Can't Judge by Stock Prices

In arguing that the railroads were over-valued by the Commission in its 1920 rate case, the railway critics point to the market prices of railway stocks and bonds. As all of you know, the stocks and bonds of a great many railroads are selling far below par. It should be borne in mind, however, that the railway stock and bond market is not an accurate index of railway property values. The market is affected by legislation, regulation and other conditions. In

1920, at the end of federal control (which is the time that a good many of the critics refer to), the railroads were impoverished. The government had let the properties run down, and operating expenses had increased out of all proportion to increase in income from rates. The railway securities market was severely affected by this situation. Since then there has been material improvement. The railroads have been struggling back to solvency. The market prices of railway stocks and bonds have increased somewhat. Do you believe that the railroads are worth any more today, share for share and bond for bond, than they were two years ago? Do you believe that rates should be constantly adjusted to conform with fluctuations in the market? I do not think so. Rates need to be stabilized. Business men and farmers should know in advance what rates are going to be charged on their products.

Figures on Illinois Central System

In connection with this charge of over-capitalization, take the case of the Illinois Central System. You will be interested in some figures that I have here. The engineers working under the Interstate Commerce Commission have given the Illinois Central System a tentative valuation of \$371,465,157, as of June 30, 1915. This tentative figure (which is subject to revision) is much too low. The addition of omitted property and the correction of errors, we believe, will give us a substantial increase in the final report. However, let us compare this figure as it stands with the capitalization of the property. Between the date of valuation, June 30, 1915, and December 31, 1921, we actually put into the property \$107,641,155, bringing the figure up to \$479,106,313. On the other hand, the par value of our stocks and bonds outstanding as of December 31, 1921, was \$388,097,672, or \$91,008,640 less than this preliminary valuation, which we believe is wholly inadequate. This is certainly conclusive proof that there is no "water" in the securities of the Illinois Central System.

We operate 6,200 miles of line, or first main track, but when we count up second, third and fourth main tracks, passing tracks, yard tracks and the like, we have about 10,000 miles of trackage. This gives an approximate capitalization per mile of line of \$62,600, or about \$38,800 per mile of track. But capitalization must cover more than just roadbed, ties and rails. We have 75,000 freight cars, 1,800 locomotives and 1,700 passenger cars. Take our freight cars at \$1,000 each, about half what a new car costs today; our locomotives at \$30,000 each, which is about half what we are paying now; our passenger cars at \$15,000

each (we paid \$34,800 for the latest steel cars we purchased)—and we have a total valuation of rolling equipment of \$154,500,000. Reducing our capitalization base by this amount, we have an approximate capitalization per mile of track of \$23,350. This does not take into account bridges, signals, telephone and telegraph lines, land, buildings, such as shops, roundhouses, stations, and so on.

Terminal Properties Valuable

One of the big items of value to a railroad is terminal property. The Illinois Central System owns extensive terminal properties in Chicago, New Orleans, Birmingham, Memphis, Louisville, Indianapolis and other cities. If we had to go into those cities today and procure the properties that we now have there, it would doubtless cost a sum of money that would be prohibitory. Some persons believe that our terminal properties in Chicago alone are worth \$100,000,000. The Illinois Central System owns 1,415 acres of land within the city limits of Chicago, of which 114 acres lie north of Roosevelt Road and border on the great Loop district. Needless to say, that land is very valuable.

In order to get a comparison, take the cost of building a mile of hard-surfaced road. A short time ago it was announced that the State of Illinois had received nearly 400 bids for the construction of 195 miles of hard-surfaced roads, only fifteen miles of which involved heavy grading, and with only twelve light bridges being included. The average cost was \$25,518 a mile. According to the director of public works and buildings, this is the lowest cost thus far established in the state's highway-building program, and this, of course, does not take into consideration at all the cost of the land on which the roads are to be built nor the cost of the grading and bridge work which has been done. Any fair-minded person will have to agree that since it costs the State of Illinois more than \$25,000 a mile to build an ordinary hard-surfaced road, under these conditions, an average capitalization of \$23,350 for each mile of track, including far more than merely the roadway, shows that the Illinois Central System, instead of being over-capitalized, is considerably under-capitalized.

The other reckless charges that are made against the railroads by agitators who are trying to foment distrust and unrest are just as unreasonable and unfounded as these charges of over-capitalization and over-valuation. My purpose in discussing these particular charges at some length is to give you a basis upon which to judge these reckless accusations when they come to you.

The railroads are absolutely in the hands of the public. Their affairs are regulated or supervised by federal and state commissions, Congress and the state legislatures, and the United States Railroad Labor Board. If the railroads are to be permitted to prosper and expand to take care of the growing needs of their patrons, they must be given the sort of treatment that will make prosperity and expansion possible.

Holiday From Oppression Needed

One thing that the railroads need is a holiday from oppressive legislation and unnecessary investigation. A short time ago there were three investigations of the railroads going on at the same time, all of national scope. Railway officers were kept on the jump between Washington and Chicago, living like commuters, and great armies of clerks and other employes were kept working in feverish haste to prepare the data that the investigating bodies wanted. At the same time, critics of the railroads were trying to push destructive legislative measures through Congress and the state legislatures, and the railroads, in self-defense, had to give their attention to trying to defeat these measures. I tell you, there must be a let-up to that sort of thing if we are to have efficient railway systems in this country. Give the railway officers and employes a chance to show what they can do about running their business. They haven't had a fair show for many years.

All this comes down to the question of the need for a public opinion in this country that will treat railway questions constructively. The railroads need friends—among business men, among farmers, among manufacturers and industry owners and managers, among wage earners, among all other classes of our population. They need friends who will stand up for them and defend them when they are right, and who will give them constructive criticism when they are wrong. That is all the railroads are asking. That friendship is not alone to their interest; it is to the interest of every person who needs adequate transportation service.

One trouble in the past is that the friends of the railroads have left the education and crystallization of public opinion to railway men. They have taken the position that the success or failure of the railroads was of no particular concern to them. That is not true. Take farming as an example. The railroads represent an investment of around \$20,000,000,000. Destroy that investment, however, and you would destroy every other form of business in the country. The farm property of the country is valued around \$78,000,000,000. By destroying the railroads, you would destroy an ag-

ricultural valuation nearly four times the railway valuation.

I would like to urge upon you as members of an organization that is interested in doing everything it can for the advancement of your community interests that you be friendly to the railroad that serves you with transportation. Not only that, but that you pass the word down the line to everyone with whom you come in contact that the railroads need constructive, not destructive, criticism, that they need understanding, not misrepresentation. If you will do that, you will help in a big way to make it possible for the railroads to take care of your needs in the years to come.

In the last fifteen years the public has accepted without question the assumption, based on a false premise, that the railroads hold a "public-be-damned" attitude of mind and policy. Believing this to be true, which it is not and has not been during the period mentioned, the public itself has adopted a sort of "the railroads-be-damned" regulative policy. That view has led to incalculable harm to all concerned. When the public comes to understand that the railroads are not selfish and unscrupulous profiteering enterprises upon which it is proper and right to levy reprisals, but a great, necessary and utilitarian public service, a bulwark of and for the nation's welfare and prosperity, then and only then will public and carrier join hands in mutual striving for that unity of interest and purpose which brings progress and prosperity to all.

A PROMISE IS A DEBT

It is a debt of honor. Don't forget that. A promise should be just as sacred as your note. Your good faith or your lack of it is a part of your character. You can't escape that. What you promise should be backed up with your last dollar, if necessary, unless you can honestly break your promise with the consent of the other party. The man of sterling character does not make promises lightly, because to him a promise is as binding as an oath. When he makes a promise he will keep it, no matter what it costs him.—*Success Magazine*.

SUPPLY AND DEMAND

The natural law of supply and demand should not be interfered with by the Government or by any administrator of the laws, except in cases of turpitude, and this applies to all business transactions. There are already too many man-made laws, and perhaps too many attempts to apply them, which are calculated to interrupt and hinder progress and industrial prosperity.—
E. H. GARY.

How Grace Hinkle Young Saved the Train

*A True Story of a Little Kentucky Heroine
and How She Noticed the Track Was Gone*

IT WAS early in the morning of a cold rainy day in March. The rain had fallen steadily during the night, filling the creeks and branches with a volume of water far beyond their limited capacity to handle. The watercourses, which the day before had been tiny rivulets, had overnight become raging torrents, overflowing their banks, and rushing riverward with an ever increasing volume and power. The La Center valley, lying at the base of the foothills in the southwestern part of Kentucky, was being slowly inundated by the water which swept down upon it from the surrounding hills. The East Cairo line of the Kentucky division, traversing the southern portion of the valley over a long deep fill interspersed with many bridges, was the only highway above the high water. Humphrey's Creek, draining the southern portion of the valley, crossed the fill through one of these openings, a ballast deck timber bridge noted on the records of the Kentucky division as bridge JP-245-1.

It was at this bridge that the mighty volume of water, reaching its maximum power, lapped and washed with an unceasing, resistless fury. The giant timbers of the bridge were strong and resisted all the efforts of the water to dislodge them, but in the soft dirt of the filled embankment behind the bulkheads the mighty pressure of the water was slowly undermining the track. When the first faint rays of the early dawn filtered through the clouds that overhung the valley the work of destruction had been accomplished, and in the dirt embankment there now appeared an ever-



Grace Hinkle Young and her brothers

widening opening through which the released waters rushed madly to their work of further destruction in the valley below. Over this opening the heavy steel rails of the track hung suspended in midair. The weight of the first train would cause them to collapse and fall into the swirling, turbulent waters of the creek below.

Thus the stage was set for the disaster that now seemed inevitable. Death, Sorrow and Destruction stood in the wings off stage, awaiting the cue that would bring them into this drama of real life. Their entrance was to be timed with the downward plunge of a heavy train into that awful chasm. But it was not thus to be. God, who works in a mysterious way his wonders to perform and who sometimes



Bridge where wash-out occurred



Home of Grace Hinkle Young

acts in a way that surpasses our feeble understanding, chose at that moment to intervene through the medium of a little 5-year-old girl.

In a little cabin on top of a slight elevation overlooking the railroad, little Grace Hinkle Young opened her eyes at the first rays of dawn and looked out upon a vast sea of water. The waters of Humphrey's Creek, by now out of its banks, had spread out and covered the surrounding lowlands. Everywhere, as far as the eye could see, was water.

To little Grace the railroad had been a great mystery. It was one of her pleasures to sit at the window of the little cabin and watch the long trains rushing cityward over the two bands of shining steel. Sometimes she waved her little hand at the figures she saw on the moving trains, and sometimes they waved in return.

Now, as she looked toward the railroad, she was filled with alarm. There was no railroad to be seen. It had mysteriously vanished during the night. Whether it was the wonderment of this or her intuition that told her that something was wrong, no one knows. Anyway, Grace decided that somebody should be notified about the matter. So, slipping out of the house in her little bare feet, she rushed through the puddles of water toward the barn, where her father was feeding the stock. Arriving there she breathlessly exclaimed: "Oh, Daddy! Look! The railroad is gone!"

George Young is a man of action. As he looked he saw the great hole that had been washed in the embankment, and he realized the danger. Even as he looked he heard the long, far-off whistle of an approaching train. There was only one thing to do. That was to stop the train before it reached the wash-out.

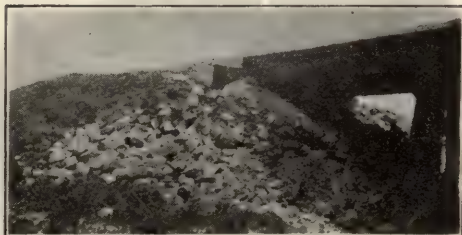
To get to the railroad it was necessary to cross the creek, but George Young did not hesitate. Through the rushing waters of the swollen creek he swam, and he climbed the steep embankment on the other side. Once on top of the fill he ran toward the approaching train, waving his hat as he ran.

Work extra No. 1691, in charge of Conductor Jerry Corbett and Engineer Reese Engle, had left Paducah before daylight in order to arrive at East Cairo in time to begin work at 11 o'clock. The train was slowly making its way up the steep grade of Kevil hill. Soon it would reach the top of the grade and drop over into the La Center valley. The Kentucky sun rose slowly out of the hills behind them, casting the shadow of the long train in a fantastic figure on the track ahead. The train reached the top of the grade and slowly gathered momentum as it rushed swiftly down the other side of the hill into the valley.

Engineer Engle, with one hand on the throttle, reached over his head and turned off the electric headlight. In the dim light of the mist ahead he slowly made out the figure of a man running on the track toward the train and waving his hat frantically. Quickly he applied the automatic air, and the heavy train came to a grinding stop within a few scant feet of the yawning hole in the track ahead.

When the members of the train crew realized that they had been saved from the awful fate that awaited them, they were profuse in their expressions of thankfulness; but George Young, as modest as he was brave, said: "Do not thank me. You were saved only through the mercy of God and the act of my little girl." When the embankment had been repaired, the train proceeded on its way, and George Young returned to his home and to his little daughter, thinking that was the end of the incident.

But the men of the railroad had not forgotten, nor were they ungrateful. Several days later a special train stopped opposite the little cabin home of Grace Hinkle Young, and several men alighted and made their way to the house. It was an unusual thing for a train to stop on this part of the railroad, and Mr. Young, who was working in the field, ran to the house. As he arrived he was just in time to see the spokesman of the men presenting little Grace with a gold wrist watch and \$50 in gold.



Where embankment was washed away at the bridge—hole now filled with earth, gravel and rip-rap.

Urges Employes to Cultivate the Public

*E. T. Howson of Railway Age Compliments Illinois
Central at Dinner of Its American Legion Post*

“**C**ARRY the story of the railroads to the public,” E. T. Howson of the editorial staff of the *Railway Age* told the members of Illinois Central Post No. 241 of the American Legion in an after-dinner talk May 4 in the dining room of Central Station at Chicago. “You men are in a position either to know the facts about the railway situation or to know where to go to get the information,” he continued. “Any time you hear someone take a shot at the railroads, it is your duty, not only to the Illinois Central System, but to the railroads in general, to correct any misstatement that is made. That, to my mind, is the only way that the greatly needed sound public opinion regarding the railroads can be formed.”

Mr. Howson paid a high tribute to the Illinois Central System and to its employes.

“An organization like the Illinois Central Post of the American Legion that draws together men from the various departments is sure to result in better co-operation among the employes. It is this spirit that makes the Illinois Central System one of the foremost railroads of today,” he said.

“You can see this wonderful loyalty to the company all over the Illinois Central System. I have noticed that every man

connected with the Illinois Central System with whom I have come into contact has been chock-full of praise for the superiority of the Illinois Central System and the service it renders. And it's not an effort for them to do this. They believe in their railroad.”

As an illustration of the spirit of co-operation among the employes of the Illinois Central System, Mr. Howson told of a friend who was visiting various offices in Central Station at Chicago soon after the publication of the “Public Relations” booklet. In five different offices this booklet was offered to Mr. Howson's friend with the suggestion that he take it along, look it over and see what the Illinois Central System was doing.

“That incident impressed my friend,” Mr. Howson said, “and I'm sure that it made a life-long friend of him for the Illinois Central System.”

Colonel W. G. Arn, assistant chief engineer of the Chicago Terminal Improvement, shared honors with Mr. Howson on the speaking program. He reviewed the purposes and ideals of the American Legion organization and told of the great good that it was accomplishing. He classed it as one of the most important organizations in the country.

C. M. Said, secretary and press representative of the Illinois Central All-Star



Dinner of Illinois Central Post, American Legion

Baseball Club at Chicago, announced that the team that afternoon had won its first practice game of the season, 6 to 2, from the B. & O. team. Mr. Said also announced that a game would be played July 4 with an American Legion baseball team at Kankakee. The proceeds will be turned over to the Illinois Central Post No. 241. Arrangements are being made with C. M. Starke, master mechanic at Paducah, to have the Illinois Central band from the shops there furnish music at this game. It is hoped to make the affair truly an "All-Illinois Central" outing.

F. K. McCarty, commander of the post, set September 1 as the date for a system field meet to be held under the auspices of

the Illinois Central Post. Both men and women are to participate.

About fifty persons attended the dinner and meeting. A copy of the national constitution and by-laws of the American Legion was at each place, as well as a pamphlet entitled, "Why I Should Join the American Legion." The menu consisted of fruit cocktail, consomme, celery, radishes, olives, baked Delaware shad, tenderloin steak, new potatoes, cauliflower, tomato salad, strawberry shortcake, ice cream and coffee.

Committees of the post have been named as follows: memorial tablet, R. A. Trovillion, J. M. Dorsey and H. J. Deaney; athletic, V. W. Oie, W. E. Noceto and B. B. Crutchfield; social, F. Lang, L. Kiernan and A. Walter.

A New Way to Heed the Call of Spring

The following article, "The Call of Spring," written by L. A. Lawrence, clerk to Supervisor T. J. Flynn of Palestine, Ill., appeared in the Palestine Register of April 15, a day or so after three stowaways (girls ranging from 15 to 19 years old) were found in a coal car in the yards.

In the olden times it was deemed quite proper for youth to heed the siren call of Spring and, clad in gleaming armor and mounted on a snow-white charger, fare forth into the world to seek Romance and Adventure.

In these humdrum days of delicatessen stores and steam laundries, the casual observer mourns the death of Adventure with all her mystic glamor; but, inspired with hope, she still exists. For proof beyond doubt, let these few facts be presented.

Three venturesome maidens, having become bored with the quiet, uneventful life of the neighboring town of Linton and feeling with quickened pulses the eternal call of Spring, embarked on the smiling sea of Adventure by clambering aboard a coal car partly loaded with crushed stone, A No. 1, and, giving the helm of their prosaic ship of dreams into the firm hand of Destiny, waited with expectant hearts to see what Romance held in store for them.

It is the highest pinnacle of golden optimism to select such a steed in quest of Adventure as a swaying, jerking, groaning, coal car upholstered with crushed stone with forbidding, jagged corners. Yet where would our old world be without the rosy tinted spectacles of Youth? These damsels saw nothing before them but Romance, beckoning them with welcoming fingers, and what cared they for trifling inconveniences? But to return to the story.

After they had grown accustomed to

their strange craft with its inhospitable cargo, an agent of Destiny in the form of an Illinois Central freight train appeared upon the scene and, little suspecting the part it was playing, proceeded to take their ship in tow. The whole world lay before them, ready to be conquered.

The train pursued a westerly course along the gentle rolling landscape of southwestern Indiana; but, strange to relate, each familiar landmark had been clothed with a brighter radiance by the magic wand of Adventure, and it seemed as if they were already in a strange world much more beautiful than that to which they had been accustomed. Night had long since fallen, but the soft Spring moon touched everything in sight with the splendor of her fairy moonbeams and filled the sleeping world with glory; yet she painted the landscape with silver-tipped brushes in vain, for the seekers of Romance had drifted to the Isle of Dreams.

On through the sable shadows rumbled their strange craft, until at last, after many halts and fresh startings, it swung into an unfamiliar harbor and anchored in the chilly quietness of Palestine yards. Yet the weary voyagers awoke not from the slumbers until the bustle of a busy world shattered all the roseate air-castles which they built with so much care in that land where those who visit fain would stay.

There, in the Palestine yards, the stowaways were discovered, and their dream of fame and fortune ended, scarce having begun. Firmly believing that Adventure and Romance are only waiting to be searched for, the errant maidens returned homeward not at all convinced that this disappointment completed their quests for those twin goddesses.

Engineer Is Collector of Filipino Curios

*Albert Livingston of Waterloo, Iowa, Recipient of
Many Gifts From Daughter Who Lived in Orient*

ALBERT ("MOSE") LIVINGSTON of 114 South Barclay Street, Waterloo, Iowa, was born in Indiana and has lived in Iowa for the last forty-five years, but he has what is undoubtedly one of the finest private collections of Filipino curios to be found in this country. Mr. Livingston, who is now an Illinois Central engineer in yard service at Waterloo, Iowa, has been in our service more than thirty-six years; he has had little time for touring in this country, to say nothing of the Far East, and so he has had to do his souvenir-gathering by proxy.

That proxy is his daughter, Iris, now Mrs. A. D. Wise, who saw three years of teaching service in the Philippines and who is now farming with her husband near Wichita, Kan. Mrs. Wise is a graduate of the Iowa State Teachers' College at Cedar Falls, and Mr. Wise is a graduate of the Kansas State Agricultural College at Manhattan. Mr. Wise had spent five years in the Philippines teaching agriculture prior to his marriage to Miss Livingston in 1918. Miss Livingston herself had spent three years on the faculty of the Iowa State Teachers' College and had been government home demonstration agent at Wichita, Kan., in 1917.



Mr. and Mrs. Albert Livingston

With this equipment of teaching experience Mr. and Mrs. Wise responded to the call for teachers in the Philippines shortly after their marriage. For three years they taught together in a trade school, Mr. Wise as principal and Mrs. Wise as teacher of home economics and English. In the course of this time, the daughter of Mr. and Mrs. Livingston became thoroughly acquainted with the natives she taught; she studied and observed carefully the odd things in the Islands of interest to most visiting Ameri-



Some of Mr. and Mrs. Livingston's Filipino curios



Mrs. Wise in three poses. At the left, in a Balintawak costume, black apron draped over a pale blue skirt, scarf of blue and yellow silk. In center, in American dress, photograph taken in front of the high school. At the right, as an Igorrote girl; this dress is made of bright-colored cloth of rather thin material. The bamboo stick she is holding is the "music stick" referred to in the accompanying article.

cans and, of course, she dutifully sent her parents almost as many curios as she collected for herself. And that is how "Mose" Livingston, Illinois Central veteran engineer, came to be a collector of Filipino souvenirs.

Mr. and Mrs. Wise returned to this country May 14, 1922, and are now practicing in Kansas what they preached in the Philippines.

Among the articles from the Philippines treasured by Mr. and Mrs. Livingston are the following:

A silver-headed, finely carved cane of black wood, similar to ebony, the head made of old Spanish coins carved to show scenes in the Philippines, and the shaft bearing Mr. Livingston's initials and the name of the islands.

A Negrito bow and arrow, the bow six feet long and requiring the use of the feet in shooting, the arrow three feet long of bamboo, iron-tipped and with feathers.

A nut bowl and mallet, made in the trade school by pupils of Mr. Wise, the material used being a naturally red wood similar to that used in finishing the finer houses in Manila.

Several baskets of exquisite workmanship, made by the natives.

A native woven rain hat, flat, round and waterproof.

Betel nuts—nuts about the size of a hickory nut, enclosed in soft fiber coverings; these nuts are chewed by the natives to make their teeth red.

A clay stove.

An Igorrote gee-string (which, with a hat and a spear, makes up the costume of these former head-hunters)—a ribbon of cloth about three yards long and a foot



Igorrotes in the Mountain Province.

wide; his particular sample was hand woven at the Easter School at Baguio.

A small woven Igorrote hat to accompany the gee-string; this hat is made to be worn on the back of the head. Mr. Livingston's has boar's tusks and buttons on the side as decorations.

Two money bags with brass handles.

An olive fork made of old silver coins, the carving at the top showing a native with spear, shield, gee-string and hat.

A small hand-ax used by the Igorrotes.

A hand-carved wooden spoon, showing the Madonna and Child.

A doll dressed in Filipino costume.

A quilt of blue and white stripes, made on a hand loom, the widths sewed together about every twenty inches.

A native pipe, bought by Mrs. Wise from a man who was using it; the cleaner, which is attached to the pipe by a chain, was put through a hole in the lobe of the smoker's ear when not in use.

A Filipino girl's dress of bright reds and yellows, about the size of a small rug, to be worn wrapped about the body.

A cane made from the tail of a stingaree fish; this cane is about two feet long and has a Spanish silver top. It was sent to



The old and the new in travel in the Philippines. Being ferried over the Abra River on a balsa. The ox attached to the cart had been taken off the raft before the picture was snapped.



Bamboo band serenading at Christmas. There is a candle in the lantern at night. Notice the sizes of the bamboo reeds. The boy on the right is playing a triangle.

Mr. Livingston in a special bamboo case woven by Mrs. Wise's cook.

A split bamboo "music stick"; this stick makes a musical sound when struck, and Mrs. Wise wrote that the Igorrotes used it



Market place in Baguio, where dogs are sold every Sunday. On the hill, indicated by the cross, is Mirador, a Jesuit conservatory.



The teachers' camp in the mountains in the summer, dining hall on the left and social hall on the right.

to beat against the wrists to drive evil spirits away and to lighten burdens.

A palm-leaf rain coat (shown in the foreground of the accompanying picture of the curios) to be tied around the neck in connection with the rain hat mentioned above.

A small hand-carved wooden bowl.

A cigar ten inches long, of a type in common use in the Islands.

A woven cigarette case.

Mango seeds.

Hand-made combs of split bamboo.

Beads carved from cocoanut shells.

A child's slippers, red, with carabao leather soles.

Some samples of coral, hard and soft; of thin shells, used in place of window glass; of native ear-rings and buttons; of Filipino drawn-work; of finely carved toothpicks, one with an end fashioned to represent a peacock's tail.

Mrs. Wise also picked up for her parents

some slippers and chopsticks in Japan, and some fine needle-work in China. These she obtained while on her way to and from the Islands.

Life in the Philippines was particularly enjoyable to Mrs. Wise in April and May, the hottest months, when the teachers' institutes were held at a camp in the mountains near the summer capital. Mr. and Mrs. Wise ordinarily lived in a wooden house with windows of thin shells, closed only in the rainy season or at times of hard wind. This was at San Fernando, on the China Sea. They had a house boy—at least, he looked like a boy—who was about 30 years old and who had several children. They bought their household supplies every day and used them as fast as they got them. Mrs. Wise found the roads of crushed coral in the Islands better than those in Iowa.

Mr. Livingston himself has been a collector of some note in other lines. For



Camp John Hay in the Mountain Province

about forty years he has been gathering up foreign coins, ores, stones, Indian relics and the like, until now he has a collection of curios in these lines that stands comparison well with his collection of Filipino things.

Mr. Livingston was born in Indiana and came to Iowa in 1878. He fired for the Illinois Central at Waterloo from 1883 to 1886. In 1884 he was married to Miss Estella Streeter at Plainfield, Iowa. Their only child is Mrs. Wise. October 15, 1889, Mr. Livingston began his present continuous service with the Illinois Central. He was made an engineer in 1897 and handled trains Nos. 12 and 15 in passenger service between Waterloo and Fort Dodge, Iowa, until something more than a year ago, when his health broke down. He was



Mr. and Mrs. Wise's cook, Eusebio, returning from market with the day's provisions.



Coaling the liner Shinyo Maru at Nagasaki, Japan.

Thirty-eight

in the hospital for a time. He is now occupied in day switching work, which gives him short hours and allows him to be home nights.

TEACHES TRANSPORTATION

Wayne E. Butterbaugh, associate professor of transportation of Syracuse University, formerly an Illinois Central employe, has been appointed director of education of the department of traffic management of La Salle Extension University, Chicago, according to an announcement by William Bethke, education director of that university. Mr. Butterbaugh joined the La Salle faculty staff May 1.

Mr. Butterbaugh is a practical railway man, having received his experience with the Illinois Central, Northern Pacific, Southern Pacific, Canadian Pacific, and Pere Marquette railroads. He attended the University of Wisconsin and is a graduate of the Wharton School of Finance, University of Pennsylvania, where he studied with Dean Emory R. Johnson, Dr. G. G. Huebner, Dr. T. W. Van Metre, and other nationally recognized authorities on transportation. During the war he was with the United States Shipping Board and Emergency Fleet Corporation, and later with the Adjutant General's department.



W. E. Butterbaugh

La Salle Extension University reports that about one thousand employes of the Illinois Central System are enrolled in that institution for special study in traffic management, interstate commerce, station management, law, business administration and other courses.

A CURE FOR DISCONTENT

There are two kinds of discontent in the world: the discontent that works, and the discontent that wrings its hands. The first gets what it wants, and the second loses what it has. There's no cure for the first but success; and there's no cure at all for the second.—GORDON GRAHAM.

'Tis a wise man who remarked that the smartest fellow is not the one who is quickest to see through a thing, but the fellow who is quickest to see a thing through—*The Night Watchman.*

Illinois Central Magazine

Firm With a 75-Year History on Our Lines

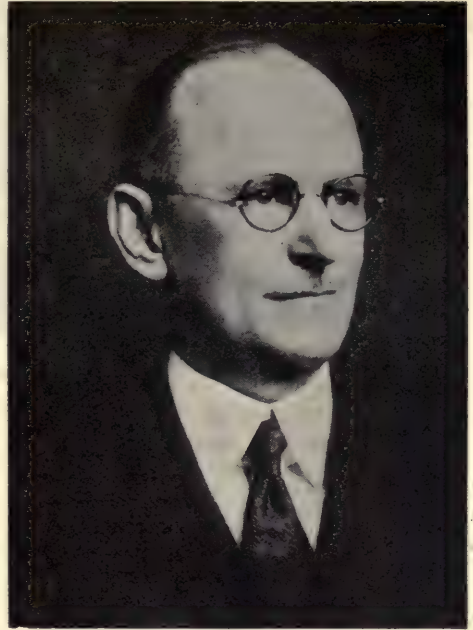
*Gullett Gin Company, Gulletts, La., Located
on Present Site in 1869, Has a Modern Plant*

SIXTY-SEVEN miles north of New Orleans, at Gulletts, La., on the Louisiana division of the Illinois Central, stands the plant of the Gullett Gin Company, a landmark in Southern industries. The business was originally founded at Aberdeen, Miss., by Benjamin David Gullett, who came from New England. This was probably as early as 1848 or 1849. One account shows that the Gullett cotton gin was being sold in Texas from wagons as early as 1849, and it is probable that the first machine bearing the name was manufactured a few years prior to that date. On account of an abundance of lumber in the locality, Mr. Gullett located where the present factory now stands in 1869. The railway station there was named for him.

Mr. Gullett and his sons carried on the business until 1883. Mr. Gullett was more an inventor than a business man, and his affairs became so involved that a change in financing the concern became urgent. At that time A. Baldwin was one of the leading business men of New Orleans, one of the organizers of the New Orleans National Bank and the founder of the hardware firm of A. Baldwin & Company. Through this hardware firm Mr. Gullett met its founder and shortly afterward disposed of his interest in the gin manufacturing to Mr. Baldwin, who proceeded at once to organize a new firm for carrying on the business.

Present Company Organized in 1883

Thus the Gullett Gin Company was organized July 11, 1883, and incorporated under the laws of Louisiana, Mr. Baldwin being its first president. The second president was John H. Hanna, who was also one of the original incorporators and for many years was so largely interested in the steamboat business at New Orleans. When Mr. Baldwin, Sr., retired from business, his



E. H. Bostick

son, A. Baldwin, Jr., became president of the Gullett Gin Company and took his father's place in the many other businesses in which he had been interested, among them the New Orleans National Bank. The Baldwins are still interested in the Gullett Gin Company, Gustav B. Baldwin, son of the company's first president, being vice-president.

E. H. Bostick is now president and general manager. He started with the Gullett Gin Company in 1886 in its accounting department and has been with it ever since. His long years of service in every department have made his experience valuable. He knows every detail of the work, both



View of warehouses, showing our track and our cars



The general office

manufacturing and sales. During the last quarter of a century there have been wonderful changes in the cotton ginning industry. The business has been entirely revolutionized from the sale of gins, feeders, condensers, later on single box presses and double box presses, then elevators, lint flues and many accessions which facilitate the handling of cotton at the gin. Mr. Bostick has worked along with all these changes.

Efficient Management Shown

The first superintendent of the Gullett Gin Company, the man in charge of the mechanical end of the work, was John E. King, a native of Columbus, Ga., who had there been associated with Israel Brown, who afterward founded the Brown Cotton Gin Company at New London, Conn. Mr. King left Columbus, Ga., and joined his old friend, Mr. Brown, at New London. Desiring to live again in the South, however, he joined forces with the Gullett Gin Company at its reorganization and remained with the firm until his death.

He was succeeded as superintendent by T. E. Johnston, who is in charge of the business today. For years Mr. Johnston was connected with Smith Sons & Company, Avondale, Ala., and afterward was with the Continental Company, after it took over the Smith works.

A. S. Cartwright, secretary of the enterprise, started with the company in 1903 in the Memphis office as stenographer, and since then has risen rapidly.

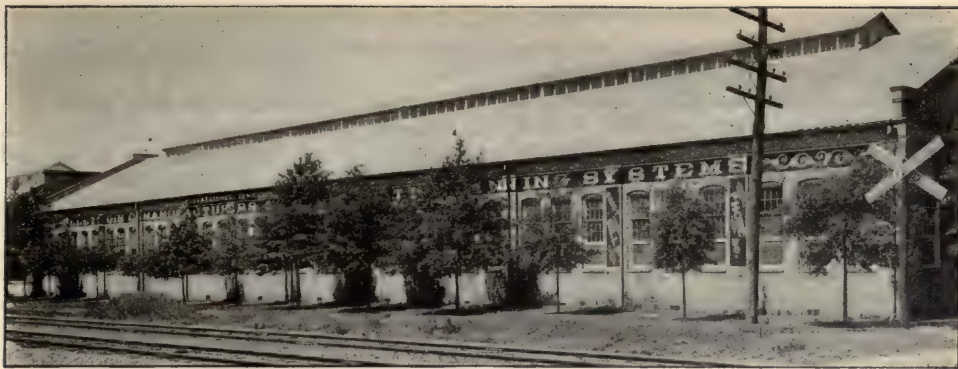
One of the first impressions made on the visitor to the Gullett Gin Company is the neatness and system with which everything is conducted. On the east side of the railroad stands the office building, a large,

2-story structure with plenty of room and light. Around it is a beautiful lawn, with shrubbery and flower pots to make the outlook a delight from every window. About this busy place there is no hurry. Everybody works, but in a quiet and systematic way, which is the keynote in the conduct of all the various departments.

South of the office the lumber yards are



G. B. Baldwin



The planing and framing shop

located, with all modern appliances for handling lumber, including a modern dry kiln and lumber drying sheds. These yards contain something like three million feet of lumber, ready or being made ready for use in the main woodworking shop across the way.

Across the Illinois Central tracks from the office and lumber yards the main factories, storage plants, etc., are located, covering some twenty acres. Admission is through the entrance lodge, where the employees' time is automatically recorded when they enter and leave each day.

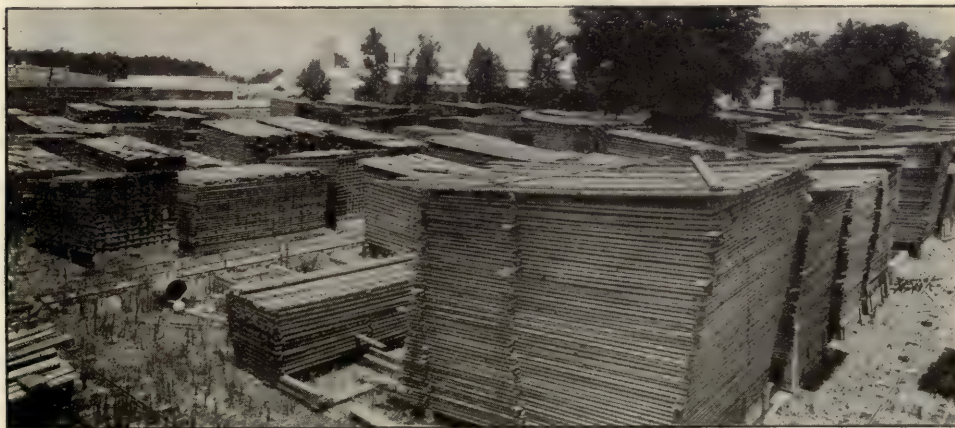
In line with the entrance gate stands the power house, a model structure in which the latest equipment is installed for operating the departments and lighting the plant. Individual motors are used on the machines in the various buildings or connections are made by overhead shafting for economical use of power. A huge dust-collecting system brings to the boiler room for fuel all sawdust and shavings from the plants. Just outside is a water tower holding 135,000 gallons of water, supplied by artesian well pressure without the aid of pumps. The

well has a pressure of forty-five pounds to the square inch at the surface and flows 450 gallons a minute. The power house has two modern high pressure boilers, equipped with steel casings, pipes for feeding sawdust direct to the furnaces, duplicate sets of boiler feed-pumps and a suitable feed-water heater. In the engine room are three high-speed engines of the automatic type coupled directly to electrical generators. Here, too, is the switchboard from which electrical energy is distributed to the departments. A modern fire pump is part of this equipment, which insures adequate fire protection all over the plant.

Modern Machinery Handles Lumber

The woodworking department is one of the most interesting places in this vast network of industry. It is a marvel of light, space, order, system and efficiency. In common with all the other buildings of this big plant, the woodworking building is of one story, with no stairways and plenty of room. Into this building all lumber passes from the lumber yard and dry kiln.

The lumber is first dressed and then manufactured into all the sizes and shapes



Yard with 3,000,000 feet of lumber

needed in the business. Next it passes through the latest types of tenoning, mortising, sandpapering and other machines to prepare it for framing into the various types of machines made by the company. Further on in this building the framing of gins is found under way, as is also the department known as the breasting department, where the ribs are fitted to these machines. At the north end of the building saw blocks are manufactured on special machines, and interchangeable saw cylinders are set up and trained to the company's standard gauge. In this end also brush sticks are made on automatic machines, and the entire process of brush making is carried on. Building and balancing a modern high-class gin brush is an item of much interest.

In the erecting shop, next at hand, gins, feeders, condensers and elevators are built and prepared for the finishing department. Near by is the sheet metal department, where lint and dust flues, rain proofs, steel pneumatic elevator chutes, elevator piping and elbows are made. Here, too, is the material building, in which the raw material is kept, and next is the paint and finishing shop, where the machines get their last touches. These departments form the north end of the factory proper and are in somewhat the shape of a large letter "H," with the material building attached to the cross bar of the letter. The departments

can be closed from one another by fireproof doors.

Well Equipped for Machine Work

Near by are the machine shops, in a fine building well equipped with the latest and best equipment which money can buy.

In the saw corner the gin saw is made that has done much toward making the Gullett reputation for "fine sample." Saws are cut out from the finest English crucible steel, and no detail of manufacture is overlooked that is necessary to insure a perfect saw. This is one of the most interesting departments of the plant.

Adjoining the machine shops on the south is a small but finely built and equipped forge shop. The bins adjacent to this shop for storage of unmachined castings are of concrete and form an excellent arrangement for the furtherance of an effective machine shop routine. Here, too, are splendid facilities for handling coke, pig iron and sand, also large core oven storage, tumbling and grinding rooms. In the foundry a moulding floor is found which for size, light and general excellent arrangement is not surpassed anywhere in the South.

Proceeding southward down the yards a bit and looking back, one is struck with the fine location of the company's iron departments and realizes how easily therefrom the lighter work is sent by industrial tracks up to the erecting shops and the heavier press parts south to the racks and plat-



Part of the woodworking machinery



Interior of the machine shop

forms adjoining the press building and warehouses.

Plant Builds Cotton Presses, Too

South of the foundry is built the press erecting shop. The cotton press shares importance with the cotton gin itself, but in its making heavy material is needed. This part of the plant has been well located, so as to save double handling of heavy parts entering into the making of cotton presses. All the large sills and press lumber are sent direct from the planing department over industrial tracks to this shop. Here the press parts are all assembled and passed finished to the warehouses adjoining. A visitor usually notes the fine platforms and concrete racks on which are carried such heavy parts as hydraulic rams, steam trampers, center columns, etc., so that they may be loaded directly in the cars without further handling.

The warehousing system of the Gullett Company is arranged with the same eye to economy and efficiency as are all the manufacturing departments. All manufactured goods are brought down to the receiving shed attached to the north end of warehouse No. 2 over the industrial tracks, either from the iron department at the front or from the finishing building and wood-working section in the rear.

One is immediately struck with the large size, light and ventilation of the two warehouses, each three hundred feet long by one hundred feet wide, with large covered plat-

forms in front and to the north. Here the company can carry a large stock of ginning machinery, ready for prompt movement. The loading facilities make it possible to load ten cars at one time without confusion and with expedition. There are no elevators, everything being on the car level.

Company Has Been Financially Sound

The outstanding idea of the Gullett Gin Company through its half century of business has been to produce not so much in volume as in character and quality. In building the new factory plant in 1915, during a lull in business, the company did not so much intend to increase the output of machines as to be equipped for making better machines. The firm's policy has been conservative.

The company has always been fortunate in having strong financial backing. Its first president, the elder Mr. Baldwin, was always a stalwart figure in New Orleans financial affairs. The younger Mr. Baldwin held the same high place in finance as his father. Mr. Hanna, at one time president, was a man of large wealth. This fact has always given the company ample capital to operate on. When the new plant was erected the entire expense was paid out of accumulated surplus, no debt being incurred.

In the selling end of the Gullett Gin Company, the same high efficiency is maintained as in all other departments. At present the company maintains three sales offices, each office in charge of a competent manager.

Defends Railroads in Letter to an Editor

*Instrumentman Robert F. Leeper Points Out
Errors in Statement Made by Church Paper*

ROBERT F. Leeper, instrumentman on the Markham Yard project at Homewood, Ill., recently defended the railroads from unjust criticism in a letter addressed to the editor of the *St. Louis Christian Advocate* commenting upon an editorial that had been published in the church paper. A copy of his letter reached President Markham, who wrote to Mr. Leeper expressing a wish that a good many of our employes would follow his example of helping to run down unjust criticism and put the railroads in the right light before the public.

Replying to a letter from the editor of the *Illinois Central Magazine*, Mr. Leeper writes that it was not his purpose to have his letter printed and that he does not desire any publicity for himself, but he adds that if his example will encourage other employes of the Illinois Central System to rise in defense of the railroads when they are unjustly attacked we have his permission to use it. The letter to the *Christian Advocate* follows, omitting salutation and signature:

"As a reader of your esteemed weekly for a number of years, I wish to protest, as politely as I may, against certain unfair statements regarding the railroads which have from time to time appeared in your editorial column.

Resents Attacks Upon the Railroads

"I am a subordinate employe in the engineering department of the Illinois Central whose employment and advancement depend largely upon the ability of this and other roads to make extensions and improvements that are so sorely needed, and I resent the attempt now being made by a group of labor leaders and 'progressive' legislators to discredit and cripple the nation's railway system.

"I refer at this time to a paragraph headed 'The Railroad Situation' which appeared on page 2 of your April 11 issue, wherein you repeat, at least by implication, statements you have made previously to the effect that, under the Transportation Act of 1920 now in effect, the government pays to the railroads a sum sufficient to raise their income to a level of 6 per cent upon an 'agreed' valuation of their properties.

"Although this statement is being widely circulated, by reading the Transportation Act you can easily ascertain that no such guaranty exists; the act merely instructs the Interstate Commerce Commis-



Robert F. Leeper

sion to fix rates such that the return of the roads as a whole will reach this level. However, this 6 per cent standard expired March 1, 1922, and the Commission has since fixed 5% per cent as a fair return. The value upon which the return is based is not an 'agreed' value, but the value determined by the Commission after an elaborate survey of the properties of the carriers. This valuation by a disinterested government bureau has, on the whole, failed to show the presence of any appreciable amount of 'water' in railway securities in the hands of the public, and the figures are still subject to revision upward.

No 6 Per Cent Return Realized

"Coming back to the 6 per cent return, the rates fixed by the Interstate Commerce Commission have never enabled the railroads to reach this level. In 1920 they incurred a deficit of 0.08 per cent, in 1921 they earned only 3.28 per cent, and in 1922 the figure was 4.14 per cent. (You may easily verify these figures by consulting the reports of the Interstate Commerce Commission.)

"Your statement that the efficiency of the railroads is below par because of the shopmen's strike will not bear investigation. The roads, with very few exceptions, are

now handling more traffic than ever before at this period of the year. During the week ending April 14, 1923, they loaded 946,759 cars of freight as compared with 700,165 during the corresponding week in 1922 (when there was no shopmen's strike), an increase of over 35 per cent, which speaks for itself."

Mr. Leeper is a native of Piedmont, Mo. He was graduated from the University of Arkansas in civil engineering in June, 1921,

whereupon he entered the service of the Illinois Central System as rodman at New Orleans. Prior to that time he had experience as rodman and draftsman with the American Bauxite Company, Bauxite, Ark., and in the valuation departments of the Missouri Pacific and Frisco railroads. January 2, 1922, he was transferred to Jackson, Miss., as rodman, and since February 28, 1922, he has been on the Markham Yard project at Homewood.

Two Popular Centralia, Ill., Employees Die

The Illinois Central System lost two valuable employes in the recent deaths of Conductor Van Smith and Engineer John G. Heyduck, both of Centralia, Ill. Both men were in service between Centralia and Cairo, and each had worked for the company for more than thirty years. Engineer



Van Smith

Heyduck had pulled the Panama Limited for a little more than three years.

Conductor Smith died April 23 at the Illinois Central Hospital in Chicago after an illness of two weeks. His last run was April 2 on No. 8 from Cairo to Centralia. He remained at his home in Centralia after that until April 17, when he was taken to the hospital in Chicago. Mrs. Smith accompanied him to Chicago and remained at his side until his death.

Mr. Smith entered the service of the company August 4, 1892, as a brakeman between Centralia and Mounds. He became a freight conductor November 18, 1894, and was promoted to passenger conductor in 1906.

Mr. Smith had been a church worker since his boyhood. At the time of his death he was a member of the official board of the Methodist Church at Centralia.

Three children and his widow survive. The children are: Miss Ruby, who is a clerk in the yard office at Centralia; Harold, who was formerly employed in the shops there; and Raymond. All of the children are living at the home in Centralia.

Burial was April 26 at Centralia under the auspices of the Order of Railway Conductors.

Engineer Heyduck died May 7 at his home in Centralia after an illness of a little more than two weeks. He made his last run on No. 8 April 20. It was only the sec-

ond time he had made his run after the retirement of Conductor Smith.

Mr. Heyduck entered the service January 1, 1888, as a fireman, and after three years he became an engineer. For several years he was engineer on trains Nos. 73 and 54 between Cairo and Centralia. Then he was extra passenger engineer for a while. When William Hayes, former engineer on the Panama Limited between Centralia and Cairo, was pensioned in 1920, Mr. Heyduck was given that run.

He had always been a prominent church worker at Centralia. For a number of years he was on the board of governors of the Christian Church. He was a deacon and had been a trustee for four years.

Five children and his widow mourn his death. The children are: Lieutenant Lawrence E., who is stationed at Fort Hoyle, Md.; Dr. John C., who is a practicing dentist at Centralia; Ralph W.; Harold G., who is a bill clerk in the yard office at Centralia; and Miss Ruby M. The two older sons, Lawrence and John, are married, and the other children live at the family home. Two brothers, who were employes of the Illinois Central about twenty years ago, and a sister also survive: George Heyduck, a former engineer, is now living in North Yakima, Wash.; Albert Heyduck, a former conductor, resides in Centralia; and Mrs. Annie Meisenheimer lives in Centralia.

Burial was May 9 at Centralia under the joint auspices of the Knights Templar and the Brotherhood of Locomotive Engineers, of which he was a faithful member.



John G. Heyduck

Conductor Smith and Engineer Heyduck made frequent runs together on the Panama Limited. They had been closely associated for years and were the best of friends. Both men were held in the highest regard.

Mounds, Ill., Y. M. C. A. Is Haven for Sleep

*About 400 Employees Are Served Every Day,
Dormitory Facilities Being Crowded Steadily*

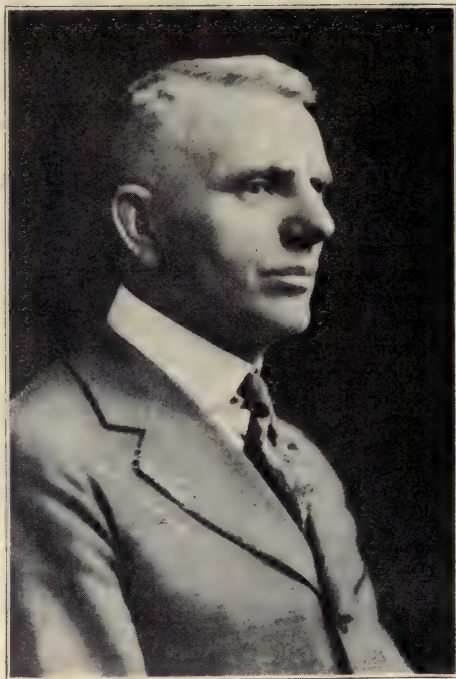
THE Illinois Central Railroad Y. M. C. A. at Mounds, Ill., is serving, in one form or another, an average of about four hundred of our employes every day. Many of the employes get their 8-hour rest at Mounds, and they say that they don't know what they would do if it were not for the Y. M. C. A. there.

Providing sleeping quarters for the men is the biggest problem confronting the association at Mounds. There are eighty-five beds, but few days pass when there are fewer than a hundred men there seeking a place to rest. There have been times when as many as three men got their rest on the same bed during a 24-hour period. As soon as one was called, the sheets were changed and the bed rented to another man. Every available space has a bed in it. It has been necessary to put two beds in rooms that ordinarily would hold only one. And still more beds are needed. J. C. Mench, general secretary, says that he could easily use 150 beds if he had the space to put them in.

Crowded for Sleeping Room

The rush on the Y. M. C. A. at Mounds for sleeping quarters started in March, 1922. At that time the assembly room was turned into a dormitory, but even that proved to be insufficient. Two old buffet cars were then parked at one end of the building, and additional beds were placed in them.

During August, 1922, 3,697 men slept at the Y. M. C. A. at Mounds. During the



J. C. Mench

same period 4,340 baths were taken there. August, 1922, was the busiest month in the history of the association at Mounds.

Since the assembly room has been used for sleeping quarters no social or religious



East and north sides of Mounds Y. M. C. A. building, with sleeping car parked at right
Forty-six
Illinois Central Magazine



Northwest corner of Mounds Y. M. C. A. building

meeting has been held in the building at Mounds. But that work has not, by any means, been dropped. There have been meetings with the churches, shop meetings and other meetings in co-operation with the company.

There is not space enough about the Y. M. C. A. building at Mounds for the outdoor activities that are offered by other Y. M. C. A. organizations on the system, but the association at Mounds has leased an 8½-acre plot of ground from the company for the benefit of its members. It is called the Illinois Central Railroad Y. M. C. A. Park, and lies just south of Mounds. This is the third summer for the park. There is a bandstand on which the Mounds band gives a concert once a week during the summer months. The park is open to the public on those occasions. Last year the merchants of Mounds subscribed to the support of the band.

Amusement Offered to Members

There are many good books by standard authors in the library of the Y. M. C. A. at Mounds. Some of them are technical, and some are late fiction. Most of the books are for entertainment. On the tables in the library and lobby are the latest magazines and newspapers.

The association keeps sets of dominoes, checkers and chessmen for its members, and they are kept busy most all the time. Mr. Mench says that he is contemplating the purchase of a small motion picture projector for outdoor evening entertainment this summer.

The 1922 report of the association at Mounds shows that 137,020 men used the building, 32,533 beds were provided, 37,776 baths were taken, and 976 books were drawn from the library. During the year

249 men attended the six meetings in the building, 403 men attended the nineteen shop meetings, 427 attended the two meetings held with churches, 395 attended the six meetings in co-operation with the company, and 350 men attended the two socials. There were forty-four visits to the sick made during the year.

The report for January, February, March and April of this year shows a total attendance of 46,545, with 6,969 baths, 216 books drawn from the library, 12,605 beds used and sixteen visits to the sick.

The membership of the Y. M. C. A. at Mounds averages about a thousand.

George E. Chance, chief telegraph oper-



G. E. Chance

ator at Mounds, is president of the Railroad Y. M. C. A. He was elected to this office October 12, 1915, and has done much toward building up the membership of the association. The board of directors include: O. C. Walker, recording secretary; Luther Hodge, treasurer; John W. Sawyer, S. A. Shifley, C. F. Melton and E. G. Britton.

Mr. Mench became the general secretary at Mounds October 3, 1910. He has been prominent in church and Sunday school work since he was 18 years old. His first Y. M. C. A. work was as temporary secretary of the Y. M. C. A. at Alton, Ill., during the vacation seasons of 1908 and 1909. K. A. Shumaker, state secretary of the Y. M. C. A., appointed him general secretary at Mounds. When he first reported there for duty, there were only twelve beds, three showers and three tubs. The membership was only 408.

U. S. Jenkins, night secretary, took that



Reading room of the Mounds Y. M. C. A.

position November 17, 1912. Fred Boger, associate secretary, entered Y. M. C. A. work at Mounds August 15, 1919. Goah C. Potts became an associate secretary at Mounds October 19, 1919. J. L. Mench, son of the general secretary, has grown up in the work with his father. In December, 1919, he was given a position as assistant secretary.

JOHN M. EGAN DIES

John M. Egan, brother of Colonel A. H. Egan, general superintendent of the Yazoo & Mississippi Valley Railroad at Memphis, and an uncle of J. M. Egan, formerly general superintendent of our Southern Lines and now with the car service division of the American Railway Association, died May 9 of heart disease while attending the graduation exercises of the rural schools at Dixon, Ill. Mr. Egan addressed the graduating class, and was stricken shortly after he returned to his seat on the platform. He was 75 years old. The *Illinois Central Magazine* for April made mention of the observance of Mr. and Mrs. John M. Egan's golden wedding anniversary January 20 at Amboy, Ill., and included a record of Mr. Egan's fifty-two years of railway activities that brought him into international prominence. Besides his widow, two daughters and three sons mourn his death. They are: Miss Josephine Egan of Amboy; Mrs. J. S. Stokes of Philadelphia; John M. Egan, civil engineer and contractor of Anderson, Ind.; Frank Egan, president of the Italian Commercial Corporation and president of the board of directors of the Lincoln Trust Company of New York, and Louis Egan, president of the Union Electric Light & Power Company of St. Louis and of the St. Louis Gas Company. Burial was in the family lot in a St. Paul, Minn., cemetery, according to the wishes of Mr. Egan.



U. S. Jenkins



Fred Boger



Goah C. Potts



James L. Mench

The Sullivans and the Louisiana Division

Father and Son Have Held Posts as Section Foreman at Chatawa, Miss., Since Early Days

SULLIVAN is a family name which runs far back through the history of the Louisiana division of the Illinois Central System, back into the days when it was a part of the New Orleans, Jackson & Great Northern Railroad. For twenty-five years Patrick Sullivan, the father of three sons who also became Illinois Central men, was section foreman at Chatawa, Miss., and that work is now being carried on by the only living son, Michael J. Sullivan. With the exception of a short period of time, this father and son have been the only section foremen we have had at Chatawa.

The father, Patrick Sullivan, went to work for the New Orleans, Jackson & Great Northern Railroad as a section foreman in 1867. His first job was that of foreman in the old Government Yard at New Orleans, the maintenance of which he had in charge for two years. In 1869 he was transferred to Frenier, La., to take charge of the section there and act as general foreman over the stretch of track from Manchac to La Branch. After serving in several other assignments, he was sent to Chatawa as foreman, and he remained there, as before stated, for a quarter of a century.

When Mr. Sullivan had charge of the



Pat Sullivan

Frenier section it was a hard stretch of track to keep up. Thousands of cars of Chatawa gravel were unloaded, only to settle down and spread out as if the track foundation were a bottomless pit. In addition to his section work at Chatawa, he had charge of the gravel pit, where he loaded more than 100 cars of gravel a day. The loading was entirely by hand. He also furnished hundreds of cars of wood for the engines and the shops at McComb, for that was in the days when wood was used for fuel.

A story which Foreman Patrick Sullivan liked to tell until he gave up trying to get his listeners to believe it, ran like this: Some time in the early '70s a pine tree twenty inches in diameter was found lying across the track at Magnolia, Miss. An



Mike Sullivan and his house in Chatawa, Miss.

engine and a cut of sixteen cars ran over this tree without derailing a car; at the points where the wheels passed over the tree it was cut almost in two. Foreman Sullivan had charge of removing the tree from the track. He told the story for many years afterward and always insisted upon its truth, until one day when those who heard it burst into laughter, whereupon he declared that he would never tell the story again. And he never did.



James A. Sullivan

The eldest son was James A. Sullivan. When he was 15 years old, James went to work for the railroad as agent and operator at Chatawa, and from that position he rose through the ranks of the service to chief dispatcher on the Louisiana division. At one time he was superintendent of the Yazoo district, between Gwin and Jackson. He died in the service in 1890. Everyone connected with the transportation department held him in the highest esteem, and on the day of his funeral a special train carried the funeral party from McComb to Chatawa.



Major Sullivan

The second son, J. J. Sullivan, was a timber, wood and gravel contractor for the railroad. He was also a practical trackman. He died in the service of the company in 1917. His son, Major James Sullivan, is now signal maintainer at Canton, Miss.

The youngest son, Michael J. Sullivan, has worked in various branches of the transportation and maintenance departments, as telegrapher, station agent, pump-er and trackman.

If the man who is always telling what he would do if he were president would try to figure out what the president would do if he were he, the man would at least have the advantage of concentrating on his own problem, which, after all, is really the important thing for him.—*Exchange.*

TERMINAL ISSUES A BOOK

Superintendent A. M. Umshler's office at Chicago has issued a bound volume of information and statistics giving a synopsis of the operation of the Chicago terminal division for 1922. It is said that the Chicago terminal division is the only division in the entire system that has issued a complete book of this kind. The book consists of 140 hectographed pages, bound in imitation leather. The title, "Synopsis, Chicago Terminal Operation, 1922," is in gold letters on the cover. The book is being distributed among the officials and employees of the terminal.

The introduction is a concise history of the Chicago terminal. The information and statistics contained in the book have been divided into sections as follows: Freight, Passenger, Mechanical, Maintenance of Way, Chicago Freight Station, Miscellaneous Freight Stations and Miscellaneous Statistics. General remarks are at the beginning of each section. In addition to the outline of the operation of the terminal during 1922, the book contains statistics of operation during 1921, so that comparisons can be made.

A table of contents facilitates the finding of any desired information.

As stated in the preface, the purpose of the volume is to encourage efficiency, to give employees ready information for comparisons with current operation and assist in bringing about even a better performance on the Chicago terminal.

A similar volume was compiled last year by the Chicago Terminal division, but it contained only statistics and was not so complete as this year's book.

WRITE UP WATER SERVICE

Two trade magazines, *Railway Engineering and Maintenance* for May and the *Railway Age* for May 5, contain articles about the water service organization of the Illinois Central System. Both magazines give credit to the Illinois Central System for having probably the oldest water service department of any large railway system. The longer article, which was in the engineering and maintenance magazine, was written by David A. Steel.

ADVERTISING

The hen, we are told, enjoys a higher standing than the duck because she advertises her value to the community more. Likewise, she keeps on scratching, regardless of how much corn there is in sight. Here are two lessons which, now that we are struggling upward to prosperity again, we may well keep in mind.—BARRON COLLIER.

Overseas Service With the 29th Division

Employee Writes His Recollections of Happenings in France Just Five Short Years Ago

By T. L. WIGINGTON,

B. & B. Department, Vicksburg Division

MANY of the peace-loving people of the country have already put the dim lights on the happenings, hardships and horrors of the late world war, and it remains only for the historian to make a few strokes with his pen; then we will call it history. There will be one class, however, which will not forget so easily—the boys who took a part in the fray. The lads who fought beneath the shadows of the big guns and held the line when things looked gloomy have gone through an assortment of experiences which come only once in a lifetime.

I cannot help but feel that an all-wise Providence had a hand in bringing me safely over some of my war experiences, as I saw actual service with the 29th Division on the front near the Swiss border, the Argonne Forest, at Metz, Verdun, the Malleville Woods and the Bois de Consenvoye.

We first went into the trenches near Belfort. The area into which we moved was a so-called "quiet" sector at the southeastern end of the long battle-line which stretched from Switzerland to the North Sea. It was this same line which had been penetrated by detachments of Uhlans in the early days of the war. In fact, units of our division were later stationed in the little village which, on the Sunday preceding the opening of the war, was first invaded by the Germans, where the first French soldiers were killed.

July 28, 1918, will be an unforgettable date in my mind, and I will ever recall my "hair raising" introduction and first experience of "no man's land." I was with a scout platoon and was one of the first twelve to go over the top in a raiding party, all of whom returned alive, with one wounded.

Shelled While in Training

After leaving the trenches near Belfort, we were located at Montreux Chateau for a rest and training. Some of us assembled in the cellars, where most of the French civilians congregated, although there were others who stayed in the open fields. Just after midnight of Friday, September 13, a terrific bombardment by long range guns was begun, in the course of which the enemy made a direct hit in the center of one of the barracks occupied by part of my company. Seven men of the company were



T. L. Wigington

instantly killed, and fifty-four were injured, thirty of whom had to be taken to a hospital in the rear of the camp. Other companies also suffered heavily. It was the first time Montreux Chateau had ever been shelled by artillery, and consequently a shadow of gloom and despair was cast over the inhabitants, for they well knew the fate of their less fortunate neighbors in other towns. It was thought that the shelling came from Altkirch, a stronghold of the enemy about twelve kilometers distant. General Upton, after having viewed the wreckage, spoke with grave determination, assuring us that an opportunity would come to give the Boche hell, which we did in due time, with full measure.

Our next move was to the west, in and around Verdun. The citadel proper, in which the memorable conference was held, has forty-five labyrinths cut into the very summit of the hill on which Verdun is situated; it consists of a multitude of casements or underground chambers several stories in height, affording accommodations

for a very considerable number of troops and a large supply of ammunition. Its strength is amply demonstrated by the fact that it was not injured even during the fury of the German attack in 1918. When practically the whole city was destroyed, the huge walls of earth and stone resisted the heaviest German shells.

Germans Prepared for Attack

It is sometimes claimed that our attack of October 8, east of the Meuse, was a surprise attack. This is not entirely true. It was as much a surprise as was possible in a sector occupying the central part of a great battle-line from which had been launched within so short a period both the St. Mihiel and the Meuse-Argonne operations. The Germans had but slight confidence in the Austro-Hungarian division on our front. On the night of October 4 and 5, they moved in the 228th division and 15th division, with the idea of placing the Austro-Hungarians behind natural obstacles and of putting in two good divisions on the vulnerable part of the front. They also relieved the 61st K. U. K. (Kaiserlich und Koenigen) with the 35th Fusiliers.

To say that "war is hell" is only admitting that Sherman was correct, and he covered every inch of the ground in that phrase. We boys did have a tough time, yet no one made complaints and all were in good spirits. A heavy bombardment had been raging almost all night, and our nerves were cramped with the tense waiting and suspense.

Suddenly the bombardment ceased and a strange silence ensued. Zero hour had arrived. "Up and at it! Let's go!" was shouted all down the line, while over the bank madly dashed the first and fourth platoons of my company, the second and third being held in reserve.

At 11 a. m., October 10, after a 30-minute barrage, we went over the top for the third time, with an attack against the northern edge of the Bois de Chimes and the Bois de Reine. We were meeting some very stubborn resistance in this sector from the enemy machine-gunners, who were pouring into our ranks a deadly fire. It took some courageous and daring work to clean out their nests, but in most cases the obstacles were battered by force from our path. This operation caused us heavy losses in both killed and wounded, but immediately we organized the position by connecting up our lines in shell holes, which when straightened held against counter-attacks.

Division Had Heavy Losses

The operation netted us 462 prisoners from the 102d Saxon regiment, eleven field-pieces, and three combat wagons filled with range finders and other technical instru-

ments. A summary of our losses from October 8 to October 30, compiled by our medical department, was as follows:

Killed in action	405
Died of wounds	61
Severely wounded	792
Slightly wounded	1,683
Gassed	1,663
Psycho	95
Sick and injured	869
Total	5,578

We received an order on November 10 relieving the 29th (better known as the Blue and Gray) Division from duty with the First Army, Fifth Corps, assigning us to the Second American army, which was developing and advancing in the direction of Metz. Field Order No. 27 was issued directing the movement of our division the following day to the vicinity of Dienlonard.

However, these orders were never executed, as the suspension of hostilities had been ordered for 11 a. m., November 11. Messengers were promptly dispatched recalling troops who had begun the advance march. It was great to think it was all over and that we would soon be home again. There were many tears of joy, mingled with the chorus of the song that was on everyone's lips—"Where Do We Go From Here?"



A summery scene. Superintendent H. J. Roth of the Indiana division and T. L. Connors, local chairman for the Brotherhood of Locomotive Engineers, Indianapolis-Effingham districts.

Why Our Railroad Keeps Up a Cemetery

So-Called "Soulless Corporation" Maintains in Good Condition Plot It Acquired on Right-of-Way

APPROXIMATELY half a mile south of a point called Jenkins Switch, on the Havana district of the Springfield division, there lies upon the south side of the Illinois Central Railroad Company's property a small cemetery. It is situated upon a small knoll entirely surrounded by a clump of large trees.

In the beginning, this cemetery was on ground owned by Anderson Bowles. It was a portion of his farm and seemingly a community cemetery, being known as the Bowles Cemetery.

At the time the railroad was built through that country, owing to topographical conditions it was necessary to request permission to pass through this cemetery. After obtaining permission to do this, the railway company prevailed upon the heirs of the persons buried there to move the bodies from that point to other cemeteries. Most of the bodies were moved and placed in cemeteries at Clinton, Kenney, and other points in the neighborhood. However, there was one neglected grave which lay directly in the path where the track was to be placed. Owing to the inability of the company to locate any heirs and the fact that the company did not desire to disturb the grave, it was necessary to lay the track at that point on an oblique curve in order to miss it. However, after considerable expense and time, the company located one of the heirs and prevailed upon him to remove the body, paying him \$500 for so doing. He removed the body from the grave; but, instead of placing it in some other cemetery, he placed it in a box and and buried it at the extreme south side of the right-of-way. This is the only grave in the cemetery at the present time without a headstone.

Railroad Now Maintains Cemetery

Little or no care was taken of the ceme-



Taking care of the cemetery. Our track in background



The Bowles cemetery

tery by relatives of the persons buried there for a number of years after the railroad ran through it, and it got into a dilapidated condition.

The Illinois Central Railroad Company, however, has for a number of years maintained this cemetery at its own expense, raising the headstones, placing stones around each grave, keeping the grass mowed, and whitewashing the trees, headstones and stones around each grave. Each year prior to Decoration Day, Division Gardener Noah McMahon places flowers and plants upon each grave. He takes care of them throughout the summer, mowing the grass, trimming the trees and keeping the cemetery in first-class condition, being assisted in his endeavors by Road Supervisor M. Doyle and his section foremen.

Inscriptions Date Back to 1816

Extensive maintenance of this plot was begun at the beginning of G. E. Patterson's administration as superintendent of the Springfield division, his plans being followed out later by J. W. Hevron and C. W. Shaw. Superintendent Shaw takes a personal interest in his efforts to see that this cemetery is kept in first-class condition, making frequent trips, in company with Mr. McMahon and Mr. Doyle, to make an inspection of it and to see what further improvement can be made.

Division Gardener McMahon and Road Supervisor Doyle take a personal interest in their work and pride themselves on the condition the cemetery is in at the present time and has been in for some years past.

Although age-worn to some extent, the headstones can be read by diligent effort, and the inscriptions are as follows:

"Lewis Martin, died December 31, 1816, aged about 60 years."

"Mary, wife of Lewis Martin, died November 25, 1817, aged about 62 years."

"Thomas Beavin, born October 15, 1798,

died October 29, 1847, aged 49 years 14 days."

"Nancy J., wife of Thomas Beavin, born August 1, 1799, died March 22, 1845, aged 45 years 7 months 18 days."

"William M., son of Thomas and Nancy Beavin, born August 31, 1834, died January 26, 1837, aged 2 years 4 months 26 days."

"Here lies Rachael Ely, wife of Solomon Ely, died January 21, 1847, aged 46 years 11 months 10 days."

"Abimelech C., son of S. and R. Ely, died March 22, 1839, aged 23 months 12 days."

"Infant son of S. and R. Ely, still born." One bearing no marker.

"Mary, wife of S. A. Troxel, died August 30, 1858, aged 37 years 3 months 14 days."

With the exception of the latter head-

stone, all of them are similar in character, being flat stones with plain inscriptions. The last mentioned seems to have been erected at a date considerably later than the others.

In an endeavor to obtain a complete history of the cemetery, Superintendent Shaw has put forth diligent and strenuous effort trying to locate anyone who had the remotest acquaintance with incidents relative to this cemetery or the persons buried therein. Records of the courthouse at Clinton have been searched; numerous letters and communications have been sent out following up every clew advanced, some of these letters going to the far end of the country; however, it was of no avail, as very little information can be obtained.

The attitude of the railroad, through its officers, in the care of this cemetery seems to remove the idea that corporations are soulless.

She Entertains Banquets in Spare Time

An Illinois Central employe with an unusual sideline occupation is Miss Genevieve Andrews, who spends her days typing in and "pepping" up the local treasurer's office at Chicago, and who spends her evenings exhibiting her talent as a piano monologist at Chicago's many banquets.

Miss Andrews, who is a native of Mattoon, Ill., took a gold medal in piano at St. Mary-of-the-Woods College, Terre Haute, Ind., and also studied at Chicago Musical College under Rudolph Reuter and Walton Pyre. She has had considerable road experience as an entertainer. She traveled her first two years with a concert company consisting of a Chicago Grand Opera soprano, a Welsh tenor, a Swiss violinist, and herself as solo pianist, accompanist and reader. On this tour she played mostly for lodges and churches.

The third year she traveled for the Radcliffe Chautauqua out of Washington, D. C. Her manager died and she returned to Chicago and took a temporary position with the Illinois Central, which became permanent when she received a contract to do banquet and convention work for private clubs and at loop hotels.

Miss Andrews has covered practically all the cities in the East, as far north as Bangor, Me., south to Miami, Fla., and New Orleans, and west to Kansas City, Mo., and Omaha, Neb. Her contracts were for forty weeks with one-night stands, excepting Sunday, so she covered a great deal of territory.

Last winter she appeared at the Edgewater Beach, Auditorium, La Salle, Sherman and Congress hotels, the Midday Club,



Miss Genevieve Andrews

the Hamilton Club, the City Club, and various other private clubs, as well as at a great many convention banquets at the hotels.

The man with brains, health and a willingness to work doesn't have to fret about "luck." Leave luck for the "lame ducks"—they need it.—WILL ROGERS.

Our System an Asset to Memphis' Growth

Line Through City Completed in 1896; Monthly Payroll for 4,100 Employees Now Exceeds \$500,000

By **WILLIAM GERBER**,
Memphis Terminal Editor

UP until 1889 the Illinois Central System was not operated through the city of Memphis. The nearest points touched by that railroad were Fulton, Ky., on the north a distance of 120 miles, and Grenada, Miss., on the south a distance of 100 miles. The main line at that time diverted its course from Fulton to Jackson, Tenn., then to Grenada, Miss., thence to New Orleans. Realizing that the geographical position of Memphis was such as to give possibilities of future expansion, the management of the Illinois Central System in 1889 purchased the Mississippi & Tennessee Railroad, from Grenada, Miss., to Memphis. The object was to operate a direct line from Chicago through Memphis to New Orleans. This idea came into being in 1896, when the Illinois Central System acquired the Chesapeake, Ohio & Southwestern Railroad into Memphis from Fulton, Ky., thereby opening a gateway through Memphis to the South.

At the time the Illinois Central came to Memphis the population of that city was approximately 90,000. There were few important industries. The city limits on the south at that time were Trigg Avenue, and the country south of Trigg Avenue consisted of woods and cotton patches.

The facilities at Memphis for the handling of railway business were crude. The north yard in existence at that time accommodated 575 cars. These were small cars of 30-ton capacity and 35-foot length. At a later date the Iowa Avenue yard was constructed, which was known in those days as the "farm". This yard had twenty-two tracks and would hold 990 cars. It was the impression at that time that the "farm" was as big a yard as any city could well



The Illinois Central at and near Memphis

hope for, and a common expression was that the "farm" would never be filled.

Early Traffic at Memphis Was Small

The master mechanic's office was located at the north yard and also a small repair shop and an eight-stall roundhouse of primitive pattern. Where the Memphis shops are now located there was a four-stall roundhouse. The LCL business was then conducted at Beale Street, at which point was located the freight depot, freight offices and team track. About sixty cars could be handled at the Beale Street



The Memphis waterfront



The heart of Memphis

freighthouse, and it was seldom that the tracks were filled. Very little perishable merchandise passed through Memphis in those days owing to inadequate facilities; icing of cars was accomplished by tying a rope around a cake of ice and pulling it to the top of cars to be thrown into the bunkers.

For some time after the Illinois Central came into Memphis, means were being perfected for the systematic handling of business and expansion of its service, to invite industrial expansion essential to the ultimate upbuilding of the city. Facilities and trackage were inadequate, and the company immediately began an elaborate program for the improvement of its property.

During 1905 the business of the Illinois Central System at Memphis increased enough to warrant the construction of what is now known as the Memphis & State Line Railroad. The purpose in view was to eliminate the traffic of freight trains over the crowded city streets, at that time unprotected by grade separations, as well as to invite the establishment of new industrial enterprises. The Memphis & State Line leaves the main line at Woodstock and continues its course through Leewood and Aulon to Nonconnah yards. All freight trains leaving or entering the city traverse the edge of the corporate limits and do not interfere with pedestrians and vehicle traffic in the city streets.

Coincident with the construction of the Memphis & State Line, the Illinois Central began the development of Nonconnah yard and the industrial tracks along what is now known as Railroad Avenue. Nonconnah yard today is one of the principal

classification yards on the Illinois Central System. Trains are operated into Nonconnah from north and south and classified at this yard, so that the through loading is handled to destination without switching. At present the yard has a capacity of 6,700 cars and is handling approximately 4,600 cars a day. This yard is equipped with the most modern mechanical facilities to be found anywhere in the United States. It has freight car repair shops capable of repairing 20,000 cars a month. The round-house and locomotive repair shops handle sixty engines a day. There is a modern icing plant with facilities for icing forty-four cars of perishable freight at a time. This plant has a manufacturing capacity of 150 tons of ice a day and storage capacity of 6,500 tons. At the south yards, located at McLemore Avenue, shop facilities are available for handling sixty-five engines



Grand Central Station, Memphis

a day in addition to those handled at Nonconnah.

In conjunction with these improvements the Illinois Central has vigorously promulgated the principles of safety. In the last fifteen years it has constructed at Memphis 3,822 feet of concrete viaducts and subways and 1,300 feet of overhead bridges. In the construction of the Horn Lake subway, which winds its way under the Nonconnah yard, and the erection of the McLemore Avenue viaduct over the south yard, the Illinois Central has given to the city of Memphis two features which safeguard the lives of the people. The Horn Lake subway gave safe ingress from the country districts into Memphis; the McLemore Avenue viaduct not only eliminated a dangerous hazard, but also connected the western and eastern sections of the city.

In the construction of trackage along Railroad Avenue bounded on the west by the Mississippi River, crossing the Yazoo & Mississippi Valley and Illinois Central tracks, and extending to within a short distance of the Memphis & State Line Railroad, the Illinois Central System has created one of the largest industrial centers in this section.

The inbound and outbound freighthouses at Memphis now accommodate 350 cars a day, and the average freight receipts a month are \$1,250,000.

New Station Built in 1914

In 1914 the Illinois Central System erected the magnificent eight-story Grand Central Station at the corner of Calhoun and Main streets. This building serves as a passenger station and railway office building.

Memphis has great industrial institutions employing thousands of persons. The population has increased to approximately 200,000, and instead of the few industries which existed in 1900 the city now has two hundred along the tracks of the Illinois Central System alone. The greatest increase in population has been in the section of the city south of Trigg Avenue traversed by the Illinois Central System.

The eight trunk line railroads entering the city employ about 8,300 persons. Of this number the Illinois Central employs 4,100, or almost 50 per cent. About 16,000 residents of Memphis receive a livelihood from this railroad in wages amounting to \$583,183 a month. The Illinois Central System pays annually to Memphis about \$1,300,000 for taxes and material and supplies purchased from local concerns.

Memphis has the largest gravity switching yard in the country at Nonconnah.

Memphis is the greatest inland cotton market in the world, handling about a million bales of cotton a year. It is the largest hardwood lumber market in the world, with a total output of a billion feet a year. It is the largest drug market in the South. It is the fifth largest grocery jobbing market in the United States.

Memphis possesses the largest cotton warehouse in the world, and it is situated beside the tracks of the Illinois Central. This city is the world's largest producer of cotton seed products. It is also the largest mule market in the South.

ENGINEERING STUDENT



William G. Blades, son of H. W. Blades, agent, Princeton, Ky., entered the College of Engineering, State University, Lexington, Ky., in 1919 at the age of 18, and he has worked for the Illinois Central with various engineering parties since that time between each school period. He was commissioned second lieutenant of the University Cadets in 1920. He is a member of the American Society of Civil Engineers, of which he was elected vice-president in 1921, and he also is a member of the American Association of Engineers and the Triangle Fraternity. He expects to complete his course in engineering in 1923.

Profit in Stock Feeding at Aurelia, Iowa

Community Ships Out About Eighty Cars a Month During Three Seasons of the Year

LIVESTOCK feeding is a big business at Aurelia, Iowa, a town of about 800 population on our line just east of Cherokee, Iowa. About eighty cars of stock are shipped out of there each month during late fall, winter and spring. In 1922 735 cars of fat hogs and cattle were loaded and sent to Chicago and Sioux City. The shipments so far this year indicate that even more cars will be shipped during 1923. Between January 1 and May 15 328 cars of livestock were shipped.

Hogs that have been raised within a radius of a dozen miles of Aurelia constitute the bulk of the shipments. Probably 70 per cent of the cars are loaded with hogs.

Most of the cattle shipped out of there are not raised in that neighborhood. The land about Aurelia is too valuable in other productive qualities for it to be turned into pasture for growing cattle. The farmers buy cattle that have been pastured in Nebraska, North Dakota and South Dakota, fatten them with the grain that the land has produced and then place them on the market. This system has proved to be most profitable for all the farmers concerned. The farmers of Nebraska, North Dakota and South Dakota find that they fare better by allowing their cattle to graze during the spring and summer and then selling them in the fall when the grass begins to give out. To hold to their cattle longer than that would mean the purchase of feed, and in the end their profits would not be large as they would have been if



Agent E. W. Hill

In the spring and summer the feeders full-grown cattle. After the cattle have about Aurelia concentrate their efforts on the production of grain. Then in the fall they go either to the market in Sioux City or to the fields in Nebraska, North Dakota and South Dakota, where they purchase cattle that have been on pasture all summer. Most of the farmers about Aurelia say that they get better results by feeding been fed from ninety days to six months, they are placed on the market.

Livestock Feeding Principal Business

Livestock feeding has been the principal business with the farmers about Aurelia as long as the older residents can remember. It used to be, they say, that there was never a bit of grain shipped out of Aurelia. It was all fed to cattle. More than twenty years ago the farmers there

the cattle had been sold from the pastures. On the other hand the farmers about Aurelia find that they obtain more returns from their grain if they feed it to cattle. The profits they make from the fattened cattle are much more than they would have been if they had sold their grain.



A general view of Aurelia, Iowa



Our station at Aurelia, Iowa

were feeding hundreds of cattle and hogs. Then there was a gradual slump until about eight or ten years ago, when the lowest level of shipments was reached. Since that time there has been a gradual increase, until now the business is getting back to where it was two decades ago. During 1922 140 cars of grain were shipped out of Aurelia. That is less than the number of cars of grain shipped out a few years previous. As the livestock shipments increase, the grain shipments decrease.

Handle Herds of Close to 100

Few farmers near Aurelia feed more than 100 cattle at a time, but there are many there who are feeding almost that number. Some of them are feeding from one to five carloads of cattle the year around. During the winter months, of course, they feed more than they do in the summer. Nearly every farmer in that neighborhood is feeding some livestock. As a rule the farmers feed hogs at the same

time that they are feeding cattle. The hogs prevent waste by eating the feed that the cattle are unable to pick up from the ground. In addition to this, the hogs are given just enough grain to keep them growing and in good health until they are about ready for the market. Then they are fattened as quickly as possible and shipped.

The success of the livestock feeding business at Aurelia has established for the farmers their a splendid standing with the banks. The shippers of good standing are able to borrow cash from the banks for the purchase of full-grown feeders because the bankers consider the business to be sound, with very slight risk. Almost in every case the farmer realizes a profit on his undertaking. During the recent trying times, the banks were hard pressed, but they were able to supply the needs of their patrons. As a result, Aurelia rapidly is climbing back to prosperity.

Feeding Steadily the Last Eight Years

A. C. Will is probably a typical shipper



Cattle on farm of A. C. Will, Aurelia, Iowa

of Aurelia. He feeds cattle the entire year. During the summer he feeds only about twenty cattle, and in the fall he increases the number to about one hundred. After he has fed them about ninety days, he watches the market and ships them to Chicago as soon as conditions are favorable. He then buys more cattle and starts feeding them. His feeding yards have had cattle in them continuously for eight years.

Each fall Mr. Will goes to Nebraska, North Dakota or South Dakota, where he buys Herefords, Shorthorns and other good grades of cattle that have been on the pastures. He prefers 3-year-olds, he says. When his cattle arrive at Aurelia, he turns them into his cornfield and lets them eat to their hearts' content. Later he puts them into his feeding yards and feeds them shelled corn, molasses feeds and clover hay.

Mr. Will makes all of his shipments to Chicago. A commission company receives the cattle there, pays the freight charges, places the cattle on the market, deducts a commission and returns the balance of the money received for the sale of the cattle to Mr. Will.

Our Agent There More Than 20 Years

Since October, 1922, Mr. Will has shipped twelve carloads of livestock from Aurelia. After each shipment, he has bought more cattle for feeding. Some of his purchases were made on the market at Sioux City. In February Mr. Will shipped two carloads of cattle that averaged 1,678 pounds per head. They were the heaviest cattle that had been shipped from Aurelia for a number of years, he says. They were loaded sixteen to the car, while the average loading is from eighteen to twenty. Mr. Will fed 20,000 bushels of corn and 1,000 bushels of oats to his livestock last winter. It required two men to do the feeding.

E. W. Hill, our agent at Aurelia, has been familiar with the livestock feeding in



The Aurelia Consolidated School

the neighborhood of Aurelia for more than twenty years. He became the agent there September 2, 1902. A short time after he began his duties as agent there, he says, the largest shipments of livestock in one day was made. Twenty-seven cars were loaded between 4 p. m. and 4 a. m., and he did all the billing and sealing by himself, he says. The temperature was 32 degrees below zero while he was working.

Mr. Hill entered the service of the Illinois Central in April, 1900, as agent at Matlock, Iowa, on the Sioux Falls district. Previous to that time he had been in railway work for a little more than ten years. He was transferred from Matlock to Aurelia and he has continued his service in the latter place.

THE MAN WHO WORKS

Remember, my son, you have to work. Whether you handle a pick or a pen, a wheelbarrow or a set of books, digging ditches or editing a paper, ringing an auction bell or writing funny things, you must work. If you look around you will see the men who are the most able to live the rest of their days without work are the men who work the hardest. Don't be afraid of killing yourself with overwork. It is beyond your power to do that on the sunny side of 30. They die sometimes, but it is because they quit at 6 p. m. and don't go home until 2 a. m. It's the internal that kills, my son. The work gives you an appetite for your meals; it lends solidity to your slumbers; it gives you a perfect and grateful appreciation of a holiday.

There are young men who do not work, but the world is not proud of them. It does not know their names even; it simply speaks of them as "old So-and-So's boy." Nobody likes them; the great busy world does not know they are there. So find out what you want to be and do, and take off your coat and make a dust in the world. The busier you are, the less harm you will be apt to get into, the sweeter will be your sleep, the brighter and happier your holidays, and the better satisfied will the world be with you.

—"BOB" BURDETTE.



Hogs on farm of A. C. Will, Aurelia, Iowa

Remembers Days Before Our Line Existed

*Villa Ridge, Ill., Resident Helped to Build
Railroad and Saw the First Train Pass By*

A. B. ROBERSON, one of the oldest and most respected citizens of Villa Ridge, Ill., on our line near Mounds, Ill., helped to clear the land and construct the original main line of the Illinois Central Railroad at that point. Mr. Roberson was 88 years old April 24. He has lived in and near Villa Ridge since he was 8 years old.

"Folks in our neighborhood gave no thought to railroads before 1850," Mr. Roberson says. "In fact, my father was probably the only one around there who had seen the cars, and had that privilege only once a few years before in North Carolina, where he lived before moving to Illinois.

"We didn't give the railroads a thought because, in the first place, we didn't believe that they would ever reach that far into the interior of the country and, in the second place, we didn't consider ourselves in need of rail transportation.

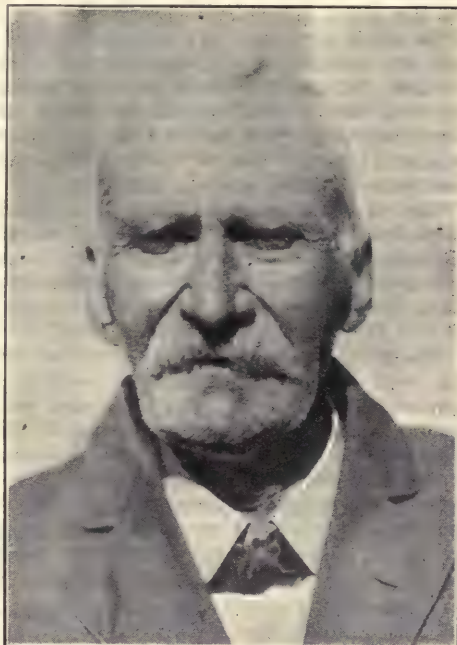
The Simple Life in Earlier Days

"Folks didn't live for profit in those days. Few produced very much more than was necessary for the comfort of the family. Nearly everyone did sell a little timber, corn and potatoes, but it was just enough to buy food during the times there were no crops.

"Each family made its own clothing and shoes. When a man killed a beef, he either tanned the hide himself or turned it over to a tanner in his neighborhood and received half of the leather. It was seldom that anything was bought from the outside of our neighborhood, and strangers with news and new ideas from other parts of the country were a rare thing. We lived in our own honest, humble and happy way, and were contented.

"Along about 1850, I believe it was, a body of surveyors stopped at the edge of our farm in Alexander County for the night. That county since has been divided, and the land now is in Pulaski County. We knew one of the men, Charlie Howell, and he told us that they were surveying a strip of land along the third principal meridian preparatory to building a railroad. It was to be known as the Illinois Central Railroad, he said.

"Charlie Howell was aflame with enthusiasm about the new project, and he spent much time in telling us of the wonders the new railroad would bring about. But we couldn't see that it would change our life in the least. In fact, the folks in those days



A. B. Roberson

were pretty slow to take up with new ideas. If a man came in with something new and made a success of it, then others would adopt his methods and work along the same lines. In describing the cars to us, Charlie said that they had some kind of horn on them that could be heard for miles. That was the interesting feature of the proposed railroad to us.

"Later we heard that construction on the railroad was to start, and several of us younger men looked up the man in charge to get a job. I was just about 18 years old then. My father had just died, and the support of the family rested upon my hands.

Couldn't Stand Up Under the Work

"Thomas Atherton had the contract for clearing a strip of land of its timber between where Villa Ridge and Pulaski now stand. He gave me a job at \$1 a day. That was mighty good pay then. We cut the timber with axes and burned most of it. The oak logs were saved to make ties for the railroad. There were no sawmills then, and consequently no demand for the rest of the timber.

"It took about three weeks to clear the land, and then we started filling in a grade

just about half way between the two stations. It was low, swampy land that was often overflowed; it required a fill of about four feet. All the dirt was hauled in wheelbarrows. It was summer time then, and the frequent rains made the work even more difficult. Thomas Roach had the contract for the grading.

"In about a month the grade in that section was completed, and then the laying of the ties and rails began. I got a job laying the ties, but I didn't stand up under the strenuous work very long. Two men were required to carry one of those heavy oak ties up the embankment and place it.

"Mr. Roach saw that I was just about burned out on the work and called me to him one day. 'Roberson,' he said, 'my horse got away last night and went wandering along toward the north. I wish you would go find him and bring him back to me.'

"To this day, I don't know whether or not that horse really did get away. I scoured the woods for two days and was unable to find him. Then I returned to the place where I had left work, and I found that all the work had been completed. I believed then, and still believe, that Mr. Roach sent me out so that I wouldn't break down completely. He gave me a check to cover all the time I was working and looking for

his horse. After that I went back to the farm.

Saw the First Train Go Through

"We were all anxious to see the first train go through, and it wasn't very many days before our curiosity was satisfied. I was working in the field when I heard a terrible rumbling noise. It was different from anything I had ever heard, and I hardly knew what to make of it at first. Then I heard what our friend Charlie Howell, the surveyor, had described as a horn. I was about a mile from the railway track, but I ran down with two or three other boys and got there in time to see the cars pass.

"When the neighbors learned that I had seen the first cars, they asked me how they looked and if they were painted. 'Fine as a clock,' I told them. And they were, too.

"I was anxious to have a ride on the new cars, and in a few days I planned a trip with some of the members of the family. We went to Centralia to visit an aunt.

"We didn't think that the railroad would change our lives in the least, but it has. It has turned things completely around, and it all has been for the better."

Mr. Roberson now has retired from an active business life, but he has a splendid little garden at his home in Villa Ridge that keeps his muscles pliable.

Faithful to Duty for More Than 40 Years

William F. Callies, flagman at the Lafayette Street crossing, Waterloo, Iowa, has worked continuously for the Illinois Central since 1882. His first work was as a laborer on what was then the Fort Dodge and Dubuque division. G. T. Morgan was the roadmaster then.

In 1883 Mr. Callies became an engine

caller. He continued in that service, first as night caller, then as day caller, for about twenty-five years. At that time, he says, the enginemen had to live within two miles of the roundhouse, and he had to walk on all of his calls. He carried a small book with him in which the man called had to enter his name and the time he was called.

Mr. Callies was placed at the Lafayette Street crossing as a flagman in 1908, and Pat O'Toole was made the flagman at the Sycamore Street crossing at the same time. In 1915 the company built a tower between Lafayette and Sycamore streets, and Mr. Callies was given the position as flagman and gate operator on those streets. He has continued in that position since.

Mr. Callies says that he has never had a vacation during his service and he has never been the cause of a serious accident.

When he first entered the service the passenger station at Waterloo was the building that is now used as the yard office. It is between Iowa and East 4th streets. At that time there were sixteen stalls in the old brick roundhouse. The turntable had to be pushed around by hand, and the engines were fired with wood and waste.



W. F. Callies and his headquarters

What Patrons Say of Our Service

No Blame on the Crossing Watchman

The following communication to the editor of the *Mayfield (Ky.) Messenger* was signed by Tudor G. Jones of Mayfield and was published in the *Messenger's* issue of April 17:

"As you stated in *The Messenger* Tuesday evening, I had a narrow escape from being run over by train No. 101 Monday night.

"So that blame will not be placed for this where it is not due, I would like to have you publish the fact that Billy Mac, the watchman at the crossing, was right on his job, waving the green light to stop me. I was thinking of something else, and somehow thought that this light meant come on, instead of stop, and did not realize that there was any danger until I saw the glare of the headlight of the train shining on the track.

"Please publish this letter, as I do not want people to think that any blame for this near accident should be placed on the crossing watchman."

Mr. Jones is manager of the Mayfield Planing Mills and a frequent patron of our railroad. "Billy Mac is right on the job," wrote J. Brooks Webb, clerk to supervisor W. Holt at Paducah, Ky., in sending in the clipping," and his good work saved the company a very bad accident, besides giving the public the very best service. If the traveling public would only 'watch the watchman' it would save lots of accidents."

Traveling Man Likes Service

Jerome E. Hayman, 1026 Hoe Avenue, Bronx, New York City, recently wrote as follows to C. B. Dugan, superintendent of dining service:

"This is just a line to express my appreciation for your service and good food.

"It is so seldom that a traveling man is made welcome and buys good wholesome food on trains or in dining rooms in general that when he does I think he should send a word of praise to those responsible.

"I think your organization should be complimented for having such an intelligent, efficient and courteous gentleman in charge. I am referring to Mr. I. Heilbronner and his force (car No. 3984, between New Orleans and Memphis).

"Please accept my best wishes for future good service."

An Appreciation from Denver, Colo.

Arthur H. Bosworth of Bosworth, Chanut & Company, Seventeenth and Califor-

nia streets, Denver, Colo, recently wrote as follows to B. O. Farling, passenger agent, Central Station, Chicago:

"Several days ago I received a letter from Mrs. Bosworth, in which she expressed the greatest appreciation of your courtesy to her when she caught the Floridan for Jacksonville. I am sure she would never think of traveling by any other road than the Illinois Central, if that road is available for her destination. It was very kind, indeed, to hold the train, and more than kind of you to take the trouble to go over to the Union Station and assist her to your station. It is hard for a lady to travel with children, and you did her a very great favor, for which I thank you most sincerely.

"If I can ever reciprocate, please call on me."

Pleased in Spite of Delay to Train

D. W. Henderson of the H. E. Lesan Advertising Agency, 440 Fourth Avenue, New York City, recently wrote as follows to President C. H. Markham:

"The matter about which I am writing is the Illinois Central, Panama Limited. I always believe that when a product, service or institution is worthy of praise, that praise should be given freely, because it might encourage those in charge to keep up the good work.

"I took the Panama Limited for New Orleans on a business trip on Tuesday, April 3, and, having traveled on every first-class train in the country, I was surprised to see so many little touches designed for the travelers' comfort.

"The journey south was very pleasant until we landed a few miles below Jackson, Miss., and were stopped with the news that the tracks some miles farther south had been completely washed out. The train crew showed the utmost courtesy in every way, and everyone went out of his way to answer the usual foolish questions which nervous passengers are able to think up.

"We were finally backed up to Jackson, and thence across to Vicksburg. The engine was then switched around to the head end, and orders were about to be given to proceed when it was learned that the tracks had been washed out a few minutes before down below Roxie, Miss.

"The local people at Vicksburg, as well as the train crew, came to the front in great shape and made every effort in the world to calm the fears of the passengers and to do everything they could for their

comfort. I had a number of men waiting for me in New Orleans that morning, and I was very anxious to get a wire through explaining the delay. There was no Western Union service down in the yards at Vicksburg, but after I explained my troubles one of the dispatchers volunteered to call up the city office for me and have a messenger come to the yards to pick up the message.

"We were later sent down to Roxie, just below Vicksburg, about 2 o'clock that afternoon, and we stayed in the latter place until about 7 o'clock the next morning. In the meantime, train and bridge crews worked all day and all night repairing the breaks and temporarily fixing the rails, so that the several trains which were stalled could proceed.

"All through this tiresome wait, the dining car people, porters, conductors, and even the engineer, waited on the crowd and sold everybody completely on the service and safety of the Illinois Central.

"Owing to the 16-hour law it was necessary to change crews, and a freight conductor was given the job of flagman on the Panama Limited. When off duty and not busy with his regular job, he entertained everybody with a history of Vicksburg and the Mississippi Valley south, with a good many native stories and yarns thrown in, which added a lot of good humor to what he had to say.

"Of course, we were about twenty-five hours late in reaching New Orleans, but by the time we got there everybody was singing the praises of the road and its management.

"I suppose you get plenty of letters like this, but I didn't think it would hurt to add one more, particularly in these days when a certain portion of the public is doing everything it can to discredit railroads and railway management."

Courteous Work at Cedar Falls, Iowa

Prof. J. H. Hart, director of extension, Iowa State Teachers' College, Cedar Falls, Iowa, recently wrote as follows to J. V. Lanigan, general passenger agent at Chicago:

"I desire, on behalf of the seventy-five or more extension instructors who have occasion at one time or another to travel on the Illinois Central Railroad, to express our very great appreciation of the uniform courtesy, consideration and kindness of your local employe, A. M. Garrick [of the Cedar Falls ticket office].

"I have had occasion a number of times to file complaints with passenger agents concerning some deficiency of service. I want, in this instance, to record one entry at least on the credit side. I think too often

we confine our remarks to those which are negative. Mr. Garrick is entitled to such recognition as we can give him. I am very glad, indeed, to take this method of calling to the attention of his superiors his very admirable courtesy and service."

Found Our Service Praised in Florida

Engineer T. L. Connors, local chairman for the Brotherhood of Locomotive Engineers on the Indianapolis and Effingham districts of the Indiana division, who with Mrs. Connors recently spent several weeks in Florida, wrote H. J. Roth, superintendent, as follows:

"We had a very pleasant trip down here and every one we came in contact with treated us nicely.

"I made it a point to inquire of many tourists as to how they were treated and how they liked our trains into Jacksonville, and every one gave the same expression: 'It could not be beat!' I did not hear a single complaint from any person, which was very gratifying, too, as it is an easy matter to 'boost' for a railroad which has service so near 100 per cent that no one has any complaint to make. It is something of which to be justly proud."

Courtesy in Funeral Arrangements

T. W. McCoy, president of the Merchants' National Bank of Vicksburg, Miss., recently wrote as follows to President C. H. Markham:

"I was called to Golconda, Ill., my old home, recently on account of the death of my father, and I cannot pass this by without calling your attention to the apparent good results of the work that you started years ago on your system in the way of giving efficient service to the public and, especially, lessons in courtesy.

"While I was there G. Raymond Wallace, who is agent for the Illinois Central in Golconda (a very small town), extended every courtesy to our family, which has lived there for two generations. He, of course, had to handle telegrams, express matter, and all that kind of thing, and he did it most graciously and efficiently. In addition to this, he had one of the trains handled so that some of our friends were able to get in.

"In a small town like that it was very difficult to get accommodations going to the cemetery and I was very much gratified when Jerry Green, one of your conductors on the Illinois Central, who knew my father only casually, called and took some of us out to the cemetery in his car.

"Acts like these ought not to go unnoticed and as a director in another railroad I want to congratulate you on bringing this sort of spirit into your organization."

Editorial

SEIZING OUR OPPORTUNITIES

The opportunities awaiting the ambitious young man in railway service never were greater than they are in this day. There are some who say that railroading, by reason of the growing scope of regulatory authority, has lost its flavor of romance and adventure. We have little patience with them. An adventurous, romantic spirit creates its own environment and atmosphere—finds opportunities where others see only restriction and the dull round of duties mechanically performed. The ability to rise beyond the narrow confines of dreary routine lies within the individual, and his job is just what he makes of it, nothing more or less.

We know of no calling more fraught with romance than that of performing a Nation's transportation service. Our fault is that sometimes we allow ourselves to be so immersed in the waters of our imperfect imagination that we cannot grasp the vision of the vastness of the machinery of which we are a part. The worker performing the humblest task on the railroad, however disconnected it may seem to be from the operation of trains, is doing his part to keep the wheels of a nation's industries humming their tune of prosperity. His is a vital part of the task of moving trainloads of grains from country elevators to the mills, coal from the mines to the doors of industries, raw materials from forest, field and plain to the factory siding, carrying food from producers and dealers to the consumers.

Another generation of railway men laid the foundations for great empires; ours is the task of erecting upon their foundations the superstructures of industrial prosperity. We have no wish to detract from the glory that belongs to that other generation; we do want to point out that the part we play in the gigantic drama of transportation service is not a lesser role, but one fully as important, just as full of opportunities for the young man whose efforts are guided by an accurate conception of his relation to the play.

The future of the country depends upon its railroads. The future of the railroads depends upon the cultivation and crystallization of a public opinion on railway questions that will permit the railroads to prosper. To every young man in railway service there is afforded the opportunity of familiarizing himself with railway questions and

exerting his influence in behalf of a constructive public sentiment. Such opportunities are unlimited. Misstatements of facts about the railroads are the breeding places of suspicion and distrust. We should be no less diligent in eradicating them than we are in wiping out the breeding places of disease-bearing insects.

The *Illinois Central Magazine* prints this month an article about Instrumentman Robert F. Leeper of Homewood, Ill., who knows something about the valuation of railroads and the workings of the Transportation Act, and who properly resented some misstatements on the subject in a church paper to which he is a subscriber. He wrote the editor a polite, friendly letter, which we are printing.

We believe railway employees will do well to take a leaf out of Mr. Leeper's book. Incidentally, we are always glad to have articles for the magazine telling of what our officers and employees are doing to build up the kind of public sentiment toward the railroads that makes for progress.

WHY STOP WITH RAILROADS?

A good many advocates of government ownership of the railroads do not feel consciously Socialistic, but if they will follow out the logic of their arguments for this one step they will find it hard to stop without openly advocating the abolition of all private property rights—and if that is not practically Socialism, what is? The same arguments in favor of wiping out competition and duplication of effort among the railroads might be applied with equal force to similar conditions existing at present among many other enterprises—for example, banks, stores, theaters, hotels, motor car factories and even the very newspapers which are loudest in their advocacy of government in business.

Edwin Selvin, who edits and publishes the *Business Chronicle of the Pacific Northwest* at Seattle, Wash., applies this principle to farming when he writes:

"Once upon a time some well-meaning idiot introduced the London sparrow into New York. Gotham still curses him. Another genial Mr. Meanwell introduced the rabbit into Australia. It has cost Australians millions of dollars to construct rabbit-proof fences of wire to keep out from their crops the pest thus brought about.

"The idea was that the balance of nature

was upset by Mr. Man's well-meaning but imbecile efforts to rectify nature's plan. But the balance of economics can just as easily, more easily and with as great results, be upset.

"There is talk of Government taking over railroads. Which is something like introducing the rabbit or the sparrow. For why stop at railroads? Why not farms? It is true that the railroads are a public utility and in the nature of public service, but long before railroads were ever heard of this theory obtained as to farms. It was thought, and is thought, in many countries past and present, that no man should have an infeasible right to land as an owner. Even in this individualistic country the law recognizes the right of eminent domain. That is to say that if the state requires any private land it may preempt it. For the argument was that, as without land the people could not get food, therefore the farmer was a public utility, and the land with which he operated another public utility.

"Which is Henry George's theory. Open the road to these Socialistic 'betterments' and that road is extremely liable to be crowded with sparrows and rabbits."

MAKING GOOD

We all have something to sell. It may be work we do with our hands, ideas, or products of farm, range, orchard, mill, or mine. Every individual is a salesman whether aware of it or not. Making good, as we call it, is merely the act of successfully disposing of our wares. The merchandise we offer in life's marketplace may be eight hours' labor with a shovel or trowel; it may be work performed with delicately adjusted instruments of science in laboratory, mill, machine-shop, or store; it may be service with voice, pen, hand, or eye. But a great deal depends upon the sales methods of the vendor.

The good salesman "creates value in the mind of the buyer as regards the article offered." That phrase was coined by one of the cleverest experts on salescraft in the United States, and it is an apt one. It does not mean that the article is lacking in value and the customer is deluded. It means that a good salesman convinces the prospective buyer that the value is there which really exists. A good salesman gives something besides the article he sells. Maybe it is courtesy, a word, a smile, or the touch of human sympathy that makes the whole world kin. Maybe it is a suggestion, a constructive idea, something that adds to the well-being of the customer. It helps to make up what the world defines as service.

The good workman—and the term applies to all classes of human enterprises

and endeavor—is one who takes pride in whatever he is doing. He loves his task and its accomplishment for its own sake, and something of that spiritual quality is incorporated in the product of his mind or hands. The best sales organization in the world cannot successfully market goods which have been produced by careless, indifferent, uninterested or discontented workmen. When the worker puts his heart into his production, he builds quality. That is the true meaning of "making good." That is selling service.

It is the privilege of every individual to do some one thing well. It is a man's God-given right to do the thing he likes best to do. If he isn't doing it, he is deprived of his rightful heritage. The square peg cannot be made to fit the round hole. The man who is misplaced and therefore is not doing his best cannot gain his rightful place by being disgruntled, discouraged, resentful or fault-finding. He only shuts the door upon his own development.

What a man has to sell is worth its true value. He is entitled to no more, and if his sales methods are sound he will not be forced to take less. Let's be fair and use an honest yardstick. What would we pay ourselves for what we're doing if we were the employer?

THE TRANSPORTATION INSTITUTE

The National Transportation Institute, which began functioning the latter part of April, was organized "for the purpose of accumulating, organizing and furnishing the people at large full, complete, impartial and unbiased information about transportation." A complete survey of every phase of transportation is to be made, and the facts and the conclusions drawn therefrom are to be disseminated among the public.

The members of the institute are representatives of diverse, yet converging, interests—agriculture, industry, finance and transportation. Each of these interests contributes an equal amount toward the support of the organization, and no individual interest has a dominating influence. The facts obtained by the members of the institute are to be studied and discussed by the entire body.

The idea of the need for such an organization as the National Transportation Institute was the outgrowth of the work of the Joint Congressional Commission of Agricultural Inquiry. While making an investigation of the relationship of transportation to agriculture and industry, this body found it practically impossible to obtain some of the information it needed. However, it did find that when facts of any particular situation could be ascertained it was comparatively easy for the members

representing diverse interests to agree upon the conclusions to be drawn from these facts.

A sound public opinion regarding transportation matters should result from the work of the National Transportation Institute. Since the facts obtained by the members of the institute are studied and discussed by the entire body, the conclusions drawn therefrom cannot be challenged by the public. The information would, in all cases, be reliable. The organization will perform a valuable function by disseminating correct information with the authority that will cause it to be accepted by the public.

No industry has been investigated and scrutinized so much by public officials as the railway business, and there is no other large industry regarding which so much information is available for those who seek it. The presence of misinformation about the railroads is chiefly due to persons who have deliberately misstated the facts and persons who have ignorantly repeated the misstatements. However, there is a great deal of information about the railroads that such an organization as the National Transportation Institute can collect and make more available. Whether or not it will likewise be misstated by some persons remains to be seen.

The agricultural, industrial, financial and transportation interests must remain well represented, and each interest must continue to contribute an equal amount toward the support of the organization if the National Transportation Institute is to accomplish things that cannot be accomplished by existing organizations. If most of the support comes from any one of the interests, the information and conclusions given by the institute will be discounted by some persons to a great extent as these same persons now discount the information that is compiled by organizations and persons representing the railroads. As long as the farmers' and business men's organizations give their full support to the National Transportation Institute, the railroads might well do likewise. The railroads have everything to gain and nothing to lose by having the facts regarding them more thoroughly investigated and more widely disseminated.

The National Transportation Institute is sound in theory, and it should aid materially in solving the country's transportation problem.

THE DOCTRINE OF FAIR PLAY

The American Farm Bureau Federation has assembled material of a comprehensive and detailed nature on the subject of the Transportation Act of 1920, and has com-

plied this information in a handbook purporting to assist those who desire intelligently to discuss the transportation law either as favoring its provisions or in opposition thereto. Arguments are presented for and against the measure by leaders of opinion on opposing sides. The opinions quoted are not advanced as expressing the views of the American Farm Bureau Federation, but merely as representing the most accurate and fair statements of facts from divergent viewpoints.

The Transportation Act has been condemned on at least three major counts by radical political leaders, who are admittedly opposed to further railway development under the system of private ownership. These grounds are: (a) on the assumption that the rate-determining provisions serve as a "guaranty" of excessive earnings; (b) accepting the hypothesis that railway property valuations are unduly inflated, that rates imposed are exorbitant in order to earn a fair return upon such inflated values, and (c) that the Transportation Act subverts the various state regulatory bodies into mere onlookers without power to enforce measures which seem necessary to the best interests of their patrons.

There is an old saying that, "although figures will not lie, liars will figure." The term is too short and ugly a characterization for all those who find it advisable or expedient to criticise the Transportation Act. There are some who are, perhaps, honest though misguided in their antagonistic attitudes toward this law, which is the most constructive in its provisions of any railway legislation.

The facts are that freight rates are in no sense a guaranty. Senator Cummins of Iowa, one of the authors of the Transportation Act, is responsible for the statement that the law in question is not in any manner to be blamed for rates which now prevail. They are wholly due to increased operating costs, which in the last decade have more than doubled. Actual earnings of the railroads conclusively establish that no guaranty exists. In 1920, the net operating income of all the railroads was less than one-third of 1 per cent, and during 1921 and the first two months of 1922 it was about 3 3-10 per cent. With no obligations whatever on the government's or anybody else's part to make up the difference, the assumption of a "guaranty" is unwarranted.

Railway valuations were determined in the same way a farm, or any other piece of property would be appraised. Stocks, bonds and other securities were not considered. Railway properties in the United States comprise about 265,000 miles of main lines, about 2,500,000 freight cars, 70,000 loco-

motives, and several hundred thousand passenger, mail, baggage and other cars; also included are land, right-of-way, road-bed, bridges, second and side tracks, switching yards, stations, terminals, shops, round-houses and other buildings, signal and water systems, and an infinite quantity and variety of necessary equipment. The United States Supreme Court has ruled that this property is worth, for rate-making purposes, what it would cost to reproduce it, less reasonable deductions for depreciation.

With regard to regulation by the states, it should be plain that the founders of our republic drew up the national Constitution with the idea of providing a code national in scope. If a thing is national, federal authority properly extends to the whole of it. Railway transportation long ago became a national utility, and properly should be regulated as such. And it is, or should be, self-evident that a nation-wide industry may not be left to the selfish, narrow and often hostile jurisdiction of forty-eight regulatory agencies and escape being subjected to ill-advised, conflicting and discriminatory restrictions. Such restrictions would be fatal to efficient service.

Some political aspirants, now as always, use the railroads and railway rates as objects of scorn and invective. This class of politician can survive only by the exploitation of some real or imaginary tremendous issue. He must have a butt upon which to vent his gaseous zeal, or he is lost. Our country's history is speckled with these stupendous vital issues, politically manufactured in most instances of superheated air, and as a rule as evanescent as any other thin mist. Political adventurers seek votes. Vote-getting by flaunting some supreme issue is their sole method of procedure. Railroads are considered legitimate prey by them.

Facts, to a large extent, are the least concern of a demagogue. Half-truths, distorted statistics, plausibly stated fabrications are his stock in trade. He is aware that a lot of people accept as true the things they are emphatically told. He understands that proofs of his wild assertions are rarely asked, and if he is brought to task he relies upon his adroitness and cunning to evade the point. Actually, in the past, the public has been prone to accept political mouthings as oracular, provided they were oratorically up to standard.

It would seem that a new order of things is evolving. The action of the American Farm Bureau Federation in seeking to present fair statements for both sides of the question at issue is a long step in the right direction. It is to be hoped that this spirit of frank and honest investigation, and desire to ascertain and weigh all the facts

without prejudice, will become more widespread and pronounced. It is the way of constructive broad-mindedness, which is the only true means for permanent progress.

AN EXPERIMENT FAILS

A deficit of 1,258,000,000 lire last year in the operation of its state-owned railway system of 10,000 miles has made the Italian Government decide to turn the system over to private lessees for operation. Premier Mussolini is reported to be considering bids and making attractive proposals to prospective operators. The prospective lessee of the main line from Genoa to Rome, for instance, has only to prove that he is competent to operate it and has sufficient capital to pay operating expenses. Profits up to 7 per cent are to be his; if he makes between 7 and 10 per cent he is to divide the surplus over 7 per cent with the Government; if he makes more than 10 per cent he must reduce rates.

The chief trouble with the Italian railroads has been an increase in the number of employes from 150,000 to 228,000 under government ownership, the surplus employes being principally political appointees. Premier Mussolini is said to have discharged 30,000 employes in the face of national unemployment, to be considering the discharge of 10,000 more, and still to have no hope of earning any return on the investment of about three and a half billion dollars even with much more drastic economies. One effect of government operation was that the entire operating personnel hustled out and worked politically against any government which refused its demands for more pay and less work.

There is some food for thought in the Italian experience and in the announced program of Mussolini to restore private ownership and operation of railroads. Italy has had government control long enough to try out the system as thoroughly as anyone could possibly want it tried out. And no one is satisfied with the result.

The Italian premier is a former Socialist. He formerly believed in governmental ownership and operation of railroads. As one of the leading editors of the nation he fought brilliantly in behalf of the principles of Socialism. Fortunately, his experience has brought him wisdom, and he is the sort of statesman who had the courage to change views which he now realizes were unsound.

The Italian example leads us to wonder whether it would not be a salutary experiment to turn American railroads over to some of the more or less prominent critics of the present administration and let them have a fling at it. We wonder whether Brookhart, for example, could make the

railroads pay operating expenses, taxes and a return upon valuation that would be attractive enough to prospective investors to enable him to keep the machinery going.

On the other hand, of course, we could not afford to make the experiment. But that doesn't keep us from speculating, in our minds, as to the kind of railway executives Brookhart and his political bed-fellows would make.

CONTENTMENT

The poet Holmes—that bumptious, pedantic, but altogether lovable old Autocrat of the Breakfast Table—wrote a charming set of verses on contentment, beginning thus:

“Little I ask, my wants are few; I only wish a hut of stone (a very plain brown stone will do) that I may call my own.”

Then he goes on specifically to enumerate life's choicest luxuries as being requisite to the contented man. As an example of genial satire the verses are exquisitely conceived and written. The seeker after contentment really desires just about everything desirable on earth before he gets through, including tapestries, carved tables of priceless wood, vases, art treasures and “of books, some fifty score, the rest upon an upper floor,” where there are “red morocco's gilded gleam and vellum rich as country cream.”

Desires are cumulative. The more one gets the more one wants, and after a while the things that satisfied earlier desires cease to serve. That being true, the things we consider indispensable to happiness are multiplied as we progress.

Our trouble is due to looking outward instead of inward for happiness. Money, luxuries, the gifts of fortune, ease, comforts are not guaranties of happiness. He who is happiest may be least endowed with apparent blessings. There is the story of a certain king who sent his ministers forth to find a happy man. If such an individual should be discovered, the king's envoys were to bring back his shirt. Ultimately a happy man was found, but he didn't own even a shirt. His contentment was a state of mind.

At a session of a committee of the House of Representatives to hear the Plumb Plan presented, shortly after the close of the war, the following question was put to a leader of the American Federation of Labor by the chairman of the committee:

“Has there ever been a time in this country or any other, since history began, when the workingman was better paid, better housed, better fed, or afforded better opportunities for schooling and recreation than he is at this moment in this country?”

After a little deliberation and somewhat

reluctantly, perhaps, but with fairness and sincerity, the representative of labor replied that there had never been such a time.

However, the average workingman is far from being contented. Why is it? Certain glibly phrased reasons have become stock phrases with some labor leaders—“oppression; the grim clutch of capitalistic fingers at the aching throat of labor,” and similar perfervid tommyrot. The high cost of living, is of course, standardized by usage. Yet all of these do not touch the heart of the matter. Looking outward instead of inward for the mystic talisman which brings happiness to its possessor is responsible for unhappiness. Since possession of the treasures of the earth in nowise insures tranquility of soul, why seek them? It is a matter of relativity. Others have fine houses, jewels, motor cars, rich food and raiment; is it unseemly that we should desire them? Not at all. But what shall it profit a man to gain the whole world if in gaining it he fails to find true contentment?

The laborer is worthy of his hire. He who toils with hands or mind for another should be paid a fair wage. There is no question about that. The contested point is as to what constitutes a fair wage. Business must obey definite economic laws. No matter what the living requirements of the wage earner, he cannot rightfully ask more than his fair share of the value of the service produced by the industrial structure of which he is a part. Not all workers receive a fair share, it is true. Generally speaking, most workers do receive a fair share.

What, then, is the answer to this question of human weal? Boiled down, it is simple enough—community of interests. Employer and employe must meet on a common ground of confidence, understanding and good will. The employer must feel as well as say: “These are my associates in business; we are mutually allied in a great undertaking; their well-being is my concern.” The employe, on his part, must become a part of the intimate mechanism of the concern for which he works; he must know that its prosperity is in a direct way his own prosperity; he must take pride in his work and find joy in accomplishment.

Contentment, after all, is best when it comes from a consciousness of duty performed, of honest achievement, the fruition of sincere, unselfish endeavor.

A man should never be ashamed to own that he has been in the wrong; it is but saying, in other words, that he is wiser today than he was yesterday.—WILLIAM PENN.

PUBLIC OPINION

What the



World Thinks

THE RAILWAY LOSS

The human mind is incapable of comprehending many of the discoveries of science without comparing the unknown with the known. An atom is a very small unit; it was once supposed to be the most minute unit in nature; today science tells us that each atom is really a universe, in which planets are encircling a central "sun," as distant therefrom, compared to size, as is our earth's distance from its sun. Now you understand how small is the electron as it travels around its orbit in an atom.

If so, your scientific mind will be ready to comprehend how big is the loss sustained by the government in running the railroads during the World War. Accountants tell us that the net loss was \$1,800,000,000, but these figures do not mean much to laymen. It was approximately a hundred millions loss a month—counting eighteen months as the period of the management—or about \$3,000,000 a day. How easy it is to be a great railway magnate if one need not count the \$1,000,000 lost before lunch and the \$2,000,000 after lunch.

Another way to get the clear comprehension is to assume that the management had enough silver dollars to throw one into the ocean every minute, and keep that up day and night, until the entire \$1,800,000,000 had been cast into the sea. And suppose the measure of time could be taken backward through history, how far would the sum carry us? By the time we had cast away a little over half the amount we would hear the angels sing their Christmas greetings to the shepherds, but we would keep on going back, back, and the rise of Rome would pass us like a way station. Alexander would conquer the world and die, and still we would throw a dollar a minute of the \$1,800,000,000 into the sea. We would be still at the job when King Tutankhamen was reigning in Egypt, 1358 B. C., and even when he was born we would have between 150 and 200 coins left to throw away—a dollar a minute.

For \$1,800,000,000, at \$1 a minute, means 3,424 years and twenty-four days. Yet in the face of such a loss, in less than two years, we hear folks still-wishing the government would confiscate the railroads of America and turn them over to the management of the trainmen and shopmen, and the United States treasury would guarantee to make good whatever was lost by inexperi-

enced management, and by the grafting of unpatriotic theorists. We hear it advocated in Congress, but still more upon the stump and among Socialists.—"*Capital Keynotes*," *Washington* (D. C.) *Star*.

FREIGHT RATES

How would you like to make your living hauling stuff at a price of a cent and a fifth a mile for each ton? For instance, to haul five tons of coal or furniture for 6 cents a mile? That's what the railroads did last year. They received an average of less than a cent and a fifth a mile for carrying the average ton of freight. It shows a tremendous economy, compared with the cost of most of the other things we do in civilization. Big volume of business is the reason.

The next time you hear a man howling his head off about freight rates, just bear the figures above in mind. Hauling a whole ton a whole mile for a little more than a cent is the lowest freight rate on earth. Railway lines in other nations do not even closely approach it.

The plain truth of the matter is that the average complaint about freight rates comes from the man who knows little or nothing about the exact principles that enter into rate making. He is almost invariably a man with a selfish purpose to serve, or some special advantage he is seeking to gain.—*Jackson* (Miss.) *Daily News*.

RAILWAY LEGISLATION

No one can explain why railroading is not a business just as much as banking, manufacturing and merchandising.

No one can explain why railroads should not be run as any other business by trained men, instead of forty-nine state and federal commissions and by forty-nine state and federal legislatures.

In the present Congress there have been introduced no less than 134 bills dealing with the railroads. A few of these may have merit and may be necessary and constructive.

But the larger number, instead of aiming to help the railroads to render better service to the public, would hamper them and be destructive of their efficiency.

In the next Congress an additional flood of "persecution bills" is expected, some of them more radical than any now on the docket, and there will then be more nu-

merous and more urgent backers for such legislation.

Should the worst measures be passed the damage to the nation would be great. The railroads cannot be harmed without detriment to all the other industries of the country. But the millions of owners of the railway systems—that is, the shareholders—are not likely to tolerate efforts to impair their property rights. The wise and fair-minded business man of the country will doubtless join the stockholders in making a sturdy fight against the anti-railroad bolshevism.—*Dubuque (Ia.) Times-Journal.*

ITALY'S LESSON

Advocates of government ownership and operation of railroads should find food for thought in Premier Mussolini's determination to lease the 10,000 miles of state-owned railroads in Italy to private capital. It would be difficult to find a more effective argument against government ownership and operation than the report on the Italian railroads which has led to this decision.

Last year the roads showed a deficit of 1,258,000,000 lire. The number of employees under state operation has risen from 150,000 to 228,000 in the last ten years. In the same period the efficiency of the railway service has declined steadily.

The chief trouble has been the injection of politics into the railway business. The roads have been used as a vast field of political patronage. Thousands upon thousands of persons have been added to the railway pay rolls to settle political obligations. Demoralization of morale and efficiency, and terrific increase of overhead costs have been the inevitable result. The same development is visible on the French state railroads.

On one such line in north Africa, for instance, there is one train a day across a stretch of desert. At one point where an almost untraveled highway crosses this railroad may be found a comfortable cottage and garden occupied by a Frenchman with a large family. When the daily train comes meandering

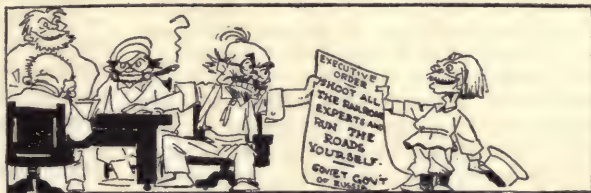
across the desert, the Frenchman or his wife sallies forth from the cottage and toots his whistle and waves his "stop" signal at the crossing for the protection of the motor car or camel or donkey which might materialize on the highway, but seldom does. The state pays for that formality and the upkeep of that family.

Such is the natural tendency of state operation of railroads. Americans know its possibilities from our brief war experience. The lesson is brought home more forcefully by the developments in Italy. That demonstration is worth pondering.—*Chicago Tribune.*

GIVE RAILROADS A CHANCE

The people of the United States should awaken to the importance of railway prosperity and what it would mean to hamper the companies in the effort they are making to meet the transportation requirements of the country. Unless there is a very pronounced expression of public sentiment, an

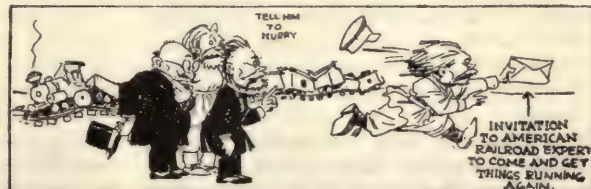
GREAT MYSTERY—WHO GOT THE LETTER?



ONCE THERE WAS A SMALL GROUP OF LIBERAL SOULS WHO THOUGHT ALL THAT WAS NEEDED TO RUN THE RAILROADS WAS A FEW THOUGHTS—



BUT, SAD TO RELATE, THEIR TRANSPORTATION SYSTEM FAILED TO THRIVE UNDER THE TREATMENT AND FINALLY COLLAPSED—



WHEREUPON THEY DISPATCHED URGENT APPEALS TO AMERICA FOR EXPERT TALENT TO REHABILITATE THEIR RAILWAY SYSTEMS—



AND THE STRANGE THING ABOUT IT IS THAT NEITHER SENATOR LA FOLLETTE NOR SENATOR BROOKHART EVER GOT THE MESSAGE.

Darling in the Chicago Evening Post.

effort will be made by agitators to revamp the Esch-Cummins law at the next session of Congress. When changes are deemed advisable they at least should be made in a spirit of fairness and a desire to be helpful, and not dictated by short-sighted economists appealing to prejudice and ignorance of facts.

The railroads of the country are spending \$1,500,000,000 on new equipment and improvements. That money is going into the pay envelopes of workers in shops, factories and a wide variety of industries. It is contributing very materially to the general prosperity of the nation at present and is paving the way for greater industrial activity in the future. The business of the country is limited to the volume the railroads can handle. The managers are spending large sums to put their properties in shape to serve the people adequately and are entitled to considerate treatment.

A very large percentage of the money the railroads are expending has been borrowed in the expectation that they will be permitted to earn enough to pay expenses and a fair return on investment. Railway officials who have the courage and foresight to plan for the future of the territory they serve should have co-operation. There is a basic industry; in fact, the railroads are the arteries through which flows the life blood of all business. They should be permitted to succeed and to attract for expansion and betterments the capital success can command, in order that all business may function to the best advantage.—*Indianapolis (Ind.) Star*.

WHERE IT PAID TO REVERSE

... For a good many years the average railroad in this country was run on a public-be-damned basis. There were exceptions, of course, but the rule held. Aided and abetted by unscrupulous politicians and keen lawyers, and backed by the barrels of money at their disposal, the transportation systems of this country set up and maintained a sort of extra government of their own which in time became tinctured with tyranny.

Not only did they successfully control legislation in many states and at Washington, but they ignored public interests whenever these did not run parallel to their own gainful desires or aims.

Mr. Vanderbilt's casual frankness brought the simmering boil to a head, though many years were to pass before the public had its innings. Vast wealth, ability, graft and crooked politicians combined to give the railroads marked advantage in the struggle. With that lack of foresight which is common among tyrants, they counted themselves secure and continued to treat the

public about as they pleased. Then came financial panics many of the water-logged systems could not weather, and railway receiverships wrought marked change in the situation.

A few men with vision saw that the first need for straightening out the mess was a changed attitude on the part of the public; that the public had been damned too long, and that reverse gear in this regard was the safe and sane procedure.

One of these men, president of a mid-West railroad, gained national note by personally issuing a statement the day after a disastrous wreck on his system, to the effect that the accident was due to negligence on the part of the engineer, and that every claim for death or injuries would be promptly settled out of court on that basis. He was agreeably surprised to find that the total cost of this wreck was less than he had anticipated, and those of his confreres who held up their hands in horror at such rashness on his part got their first inkling of what might be gained from co-operating with the public rather than cussing it.

Other instances, of differing nature, which followed close on the heels of this, indicated the wisdom of such a policy and within the last few years such a marked change has been effected that no one was much surprised the other day when an Arkansas newspaper of standing voluntarily fought the tax commissioners of its county and succeeded in lowering the tax assessment on railway property in that jurisdiction. Twenty years ago that newspaper would have done all it could to double the assessment and regarded every move in that direction as a service to the public.

These recent years have witnessed a growing measure of co-operation between the public and the railroads, though it cannot yet be said the two interests resemble turtle doves in their relationship. It is true, however, that a radical change in feeling has been engendered, especially in certain parts of the country, and that the common people and the common carriers today apparently are on the road to a mutual understanding which, when finally effected, will mean much to both parties.

This, of course, is a matter of the highest importance to the welfare and progress of the commercial and social interests of the nation. Transportation is far more than the life of trade, though without it trade as we now know it could not be carried on. Nothing is so important to the commercial life of the nation as efficient railway service which, at all times, supplies promptly the transportation facilities reasonably demanded by the public. The amount of business than can be done by producers, manu-

facturers and distributors is primarily governed by the amount and quality of transportation they can obtain.

It is equally obvious that the railroads cannot expand their facilities for meeting the growing needs of rapidly developing trade unless they receive fair treatment. Furthermore, such treatment must be based on favorable public opinion. This is the force that controls the destiny of the nation, and until it favors co-operation with the transportation systems, they cannot hope to secure the full fruits of their labors and investment.

We always have maintained that such co-operation depends chiefly for its development on frank and fair treatment of the public by the railroads; that their former attitude properly places the burden of proof on their shoulders. We always have believed the public is ready at least to meet corporate interests half way if honestly dealt with. However unthinking the average man may be, any appeal to his spirit of fair play is apt to bring a profitable result. And at least one railroad system in this country has, within a few years, proved the rightness of these views.

If C. H. Markham, president of the Illinois Central, had not risen to his high position from the ranks of section hands, he might not have appreciated the possibilities of the policy of "public relations" he established a few years ago, and the results of which are sufficiently evident by this time to make it a matter of more than sectional interest.

The Illinois Central ranks among the major railway systems of the country, operating some 6,000 miles of track in fourteen states. In times past it shared much the same sort of public disrespect and distrust as previously fell to the lot of every transportation system and as still obtains in the case of some. Yet, in less than three years Mr. Markham's policy of taking the public into his confidence and laying the cards on the table has brought about a marked change in the attitude of the patrons and beneficiaries of that road.

The process has been direct and simple. It rests primarily on Mr. Markham's expressed belief that railway success, like any other brand, depends first on a cordial relation between those who serve and those served. When the railroads were returned to their owners by the government in 1920, he instituted an advertising campaign, and since that time a series of "editorial" advertisements, each signed by him and dealing with certain phases of the transportation problem, has been printed regularly in nearly five hundred daily and weekly newspapers published along the lines of his

system. The purpose of this, as stated, was "to promote a closer and better relationship among the patrons, employes and management of the railroad by giving them the facts in regard to any question in which the management believes they will be interested."

In a recent interview Mr. Markham said the results of this policy have far exceeded his expectations, and it is a fact that today the average person living in Illinois Central territory has a changed feeling toward that railroad. Just how much this changed feeling has to do with continuance of 7 per cent dividends during the recent slump and increase of surplus more than \$10,000,000 in the last three years is a matter which must be left to conjecture. However, it is safe to say that in the business of railroading, as in any other business, fair dealing ordinarily means a profitable return to all parties concerned.

One other phase of this matter strikes us as worthy of consideration. While we are not sponsoring Mr. Markham's figures and statements, though we have no reason to doubt either their accuracy or fairness, we cannot help wondering how far organized labor would benefit itself by a like attitude toward the public. If this powerful force were to pursue a policy of laying its cards face up on the table, the public might find itself in a position to form a just opinion as to where the blame lies for many costly and disturbing situations in the economic world.

The only way to judge as to the fairness of a deal is to see both hands.—*Philadelphia (Pa.) North American.*

PLAY THE GAME

The ancient philosophers, the modern teachers have all given us a lot of very good advice, but these three words, "Play the Game!"—these three words form a slogan that packs a lot of sound sense. Business is nothing more, nothing less, than a game. You either win or you lose. When you win it is almost always because you like the game. What you like you play well. When you lose, ninety-nine times out of a hundred you lose because you do not like the game and therefore do not play the game well.

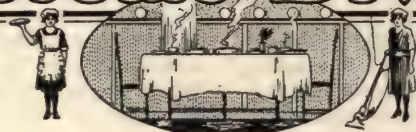
You never saw a champion in any game who did not consider his game the greatest game in the world.

That's why he is a champion.

The moment you feel that the thing you are doing is not the best thing for you to do—the moment you do not like your work, that moment you are slipping into the suds.—*The Silent Partner.*

The Home Division

Edited by



Nan Carter

Laughing Wrinkles Away

When someone asked the famous singer, Adelina Patti, then getting along in years, how she managed to preserve her wonderfully youthful appearance, she said: "Whenever I have felt a wrinkle coming I have laughed it away, and my advice to the woman who wants to remain young is: 'Be happy, don't worry, but walk.'"

Darwin said: "Every mental state has a corresponding physical expression." In other words, the body is the mind objectified, and it must correspond with that which lives in the mind.

Every thought, every motion, every motive echoes its image in our bodies, so that the thought you habitually hold in mind will tend to express itself in your face, in your manner, in your general appearance, in your life.—*Selected.*

Tested Recipes

MAYONNAISE DRESSING.—3 eggs, 1 cup vinegar, $\frac{1}{2}$ cup sugar, 1 tablespoon butter. Beat the eggs, then add vinegar, sugar and butter, place on stove, stirring constantly until it begins to bubble up; then remove from fire. When cool, add $\frac{1}{2}$ cup of cream (if too thick), 1 tablespoon of mustard, salt and pepper to taste. This should make one pint.—*DELLA MORRISON, Springfield division editor.*

NUT PUDDING.—Mix together 1 cupful soft bread crumbs, 2 cupfuls scalded milk, 1 tablespoonful shortening, 1 cupful chopped nuts, $\frac{1}{2}$ teaspoonful salt, 2 egg yolks, $\frac{3}{4}$ cupful sugar, juice and grated rind of 1 lemon. When well blended, add 1 cupful chopped seeded raisins and mix thoroughly, then fold in 2 stiffly beaten egg whites. Pour into buttered individual molds; bake 20 to 30 minutes; serve hot with cream.—*J. MILTON MAY, New Orleans terminal editor.*

HONEYCOMB PUDDING.— $\frac{1}{2}$ cup sugar, 4 eggs, 1 cup molasses, 1 teaspoon soda, 2 tablespoons melted butter, $\frac{1}{2}$ cup milk, $\frac{1}{2}$ cup flour, $\frac{1}{2}$ teaspoon salt. First put sugar into mixing bowl, add yolks of the eggs and mix well. Then add one-half the molasses. Mix the soda with the other half cup molasses and add this to the ingredients in the bowl; stir well and add melted butter. Add milk and flour alternately, then the salt, and lastly fold in the whites of eggs stiffly

beaten. Pour into buttered baking dish and bake in moderate oven about 30 minutes. Serve hot with sauce.

Sauce.—1 cup sugar, $\frac{1}{4}$ cup butter, 1 teaspoon vanilla, $\frac{1}{2}$ teaspoon nutmeg and 7 tablespoons boiling water. Cream butter and sugar thoroughly, place in double boiler, then add the 7 tablespoons boiling water and stir briskly; lastly add vanilla and nutmeg.—*MRS. J. W. JOHNSON, mother of MABEL JOHNSON, tonnage clerk, Iowa division.*

APPLE, NUT AND CELERY SALAD.—Pour over one package of lemon jello 2 cups boiling water and stir until dissolved. When cool, add 1 cup diced apples, 1 cup walnut meats cut in small pieces, and 1 cup celery diced. Pour contents into six or eight molds

Our Babies

No. 1 is Barbara Jeanette, 2 years 3 months old, daughter of Conductor C. F. Johnson, Centralia, Ill.

No. 2 shows Orol Lee, 1 year old, and Emma Grace, 3 years old, children of Conductor A. C. Kindred, Centralia, Ill.

No. 3 is Elizabeth, 6 years old, daughter of M. G. Guerard, station accountant, Memphis, Tenn.

No. 4 is Geneva June, 1 year 8 months old, daughter of John Bensley, section foreman, Le Mars, Ia.

No. 5 is Norma Jean, 2 years old, daughter of Richey Prichard, chief timekeeper, Kentucky division. Norma Jean's mother was formerly comptometer operator in the office of the superintendent, Louisville, Ky.

No. 6 is Dorothy Margaret, 13 months old, daughter of O. Friedrich, conductor, Illinois division.

No. 7 is Mary E., 1 year 4 months old, daughter of Conductor William Powell, Illinois division, granddaughter of Flagman J. T. Hitz and great-granddaughter of Passenger Conductor F. A. Hitz.

No. 8 is Katherine Juanita, 4 years old, daughter of Section Foreman S. A. Wildblood, Laurel Hill, La.

No. 9 is Iva Ruth, 19 months old, daughter of A. C. Zaedow, hostler, Freeport, Ill.

No. 10 is Emeline, 8 years old, daughter of S. J. Cromwell, engine inspector, Indianapolis, Ind.

No. 11 is Dorothea, 2 years old, daughter of Adolph Feisner, boilermaker, Waterloo, Iowa.

No. 12 shows Eulalie, 6 years old, and Emily, 3 years old, daughters of J. E. Schneider, chief dispatcher, McComb, Miss.

No. 13 shows Rosemary, 5 years old, and Frances, 6 years old, daughters of G. S. Fredrikson, claim agent, Chicago terminal. Mrs. Fredrikson and Chubby, the family pet, are also shown in the picture.



and set in a cool place. Serve on lettuce leaf with salad dressing mixed with whipped cream. Garnish with pimento cut in strips.—*MRS. E. L. FRANCOIS, wife of agent, Fort Dodge, Iowa.*

CHOCOLATE ICE BOX CAKE.—2 dozen lady fingers, 2 cakes sweet chocolate, 2½ tablespoons boiling water, 2 tablespoons powdered sugar, 4 eggs, 1 teaspoon vanilla, ½ pint whipping cream. Line a pan with separated lady fingers. Melt chocolate in a pan, add hot water and sugar, then add yolks of 4 eggs, beat and cook until moderately thick. Fold in 4 whites of eggs, stiffly beaten, and add vanilla. Put a layer of the chocolate filling over the lady fingers in the pan, then a layer of lady fingers, etc. Let stand in ice box 24 hours. Serve with whipped cream.—*LOU OSBORNE MORRIS, substitute clerk, Mattoon, Ill.*

PRUNE PUDDING.—Mash 2 cups of cold stewed prunes from which the stones and juice have been removed. (The longer the prunes are cooked the less sugar they require). Add ½ cup of sugar and beat this mixture into the whipped whites of 3 eggs. Bake in a moderate oven a few minutes. Serve immediately with whipped cream.—*FRANCES P. OTKEN, secretary to chief clerk, superintendent's office, McComb, Miss.*

EGG SALAD.—Line a salad bowl with crisp lettuce leaves. Slice 12 hard boiled eggs and a few cold potatoes into it. Then sprinkle with sweet pickles, chopped fine, and pour over all a dressing made as follows: Work smoothly together the yolks of 4 raw eggs, 1 tablespoon salt, 1 teaspoon each of sugar, mustard and white pepper, the juice of 1 lemon, 3 tablespoons vinegar, and 2 tablespoons of oil or melted butter. Stir quickly for a few minutes over the fire, adding a cupful of rich cream. When cold, pour over the salad.—*MRS. FRED DE LONG, wife of accountant, Stuyvesant Docks, New Orleans, La.*

VEAL LOAF.—3 lbs. veal and 1 lb. fresh pork (meat ground as for sausage), 4 hard boiled eggs (peeled), 1 cup cracker or bread crumbs (rolled not too fine), 2 eggs slightly beaten together, 1 onion about size of an egg, slightly cooked in ¼ cup of butter (do not let either brown), salt, black and red pepper to taste. To make loaf, prepare as above. Add seasoning to eggs, then add crumbs and meat, mixing thoroughly. Form into loaf and make opening lengthwise, lay in hard boiled eggs, close meat to cover, forming long roll. Cover with strips of bacon or fat pork and a little water to baste, and bake slowly about 30 minutes. Good to eat as well as pleasing to the eye. Serve

cold.—*MRS. VIRGIL KING, New Orleans division.*

Smart Sayings of Our Babies

Our readers are requested to send in the smart sayings of our babies, so that we may print them.

Woodrow Wilson Perkins, age 8, talking to his mother, says that he doesn't know which he wants to be when he grows up—an engineer like Ward Anderson or a dancer like Isaiah Crumb (a negro).—*C. O. PERKINS, section foreman, Learned, Miss.*

FLORENCE MCSHANE, our Indiana division editor, sends us the three following:

Miss Norienne Quinn's little niece Eileen from Chicago was visiting in Mattoon at her grandmother's home. Some unexpected company arrived one day, and there was a little distress as to where they were all to sleep. Eileen listened to the low-toned family conversation deciding where all should be comfortably placed for the night, and, wanting to be sure that her Uncle John was going to be taken care of, she asked where he was to sleep. She was jokingly told that

Our Babies

No. 14 is Claude Furley, 3½ years old, son of C. P. Haffey, brakeman, McComb, Miss.

No. 15 shows Jennings Woodrow, 4 years old, and Richard Pershing, 1 year old, sons of Locomotive Carpenter S. A. Eggers, Council Bluffs, Iowa. Mr. Eggers entered the service October 7, 1917.

No. 16 is Frank, Jr., 4 years old, son of Frank McNeil, boilermaker, Harahan shops, Harahan, La.

No. 17 is J. P., Jr., 3 years old, son of J. P. Yellowley, bill clerk, Greenwood, Miss., and nephew of J. B. Yellowley, chief dispatcher, New Orleans division, Baton Rouge, La.

No. 18 is William Kelton, 7 years old, son of William H. Moales, Jr., investigator, office of auditor of station accounts, Chicago, and grandson of Conductor William H. Moales (deceased) of the Louisiana division.

No. 19 is Granville V., Jr., 10 months old, son of Engine Foreman G. V. Prewett, New Orleans division, Baton Rouge, La.

No. 20 is William Paul, 4 years old, grandson of Machinist H. W. Stevens, Freeport, Ill.

No. 21 is Curtis Shelton, 2 years old, son of Brakeman C. W. Miller, Mattoon, Ill.

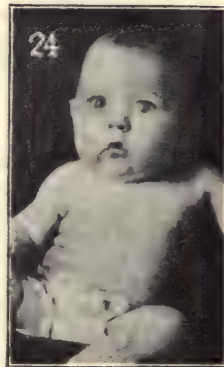
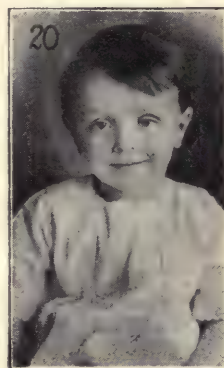
No. 22 is Leonard, Jr., 5 months old, son of L. O. Baker, clerk, freight office, Martin, Tenn.

No. 23 is David William, 2 years old, son of Fireman Dave L. Holley, Waterloo, Iowa.

No. 24 is John Brazil, 3½ months old, son of James Kane, yardmaster, Government yards, New Orleans, La.

No. 25 shows Bob, 6 years old, Betty, 11 months, Gordon, 8 years, Wilson, 3 years, and Edward, 4½ years, children of G. A. Saunders, chief accountant, Dubuque, Iowa.

No. 26 shows Supervisor J. F. Watts, Grand Junction, Tenn., with his two grandsons, M. H., Jr., and Frank Watts Stroup.



he would probably have to sleep in the bathtub. At a neighborhood gathering that evening, during a lull in conversation, Eileen announced: "My Uncle John has to sleep in the bathtub tonight!"

Isabel Rose, little daughter of Mrs. Zella Rose, clerk in the trainmaster's office at Mattoon, one night recently attended a home talent play with her mother. Isabel had lent her dog to the performers, and he was to appear in the second act. Naturally she was somewhat excited waiting to see how "Buster" would do. Turning to her mother, she remarked, "Mother, I feel just like I had a little boy in this play tonight!"

A passenger sends us the following true story concerning a little girl on Conductor J. W. Knight's train recently. She, with her mother and dad, was coming from Decatur, Ill., to Mattoon, Ill., a distance of forty-three miles. When Conductor Knight appeared to collect the tickets, glancing at the little girl, he asked how old she was, and was informed by the father, "A little past 4." Conductor Knight seemed to be suspicious, and he kept glancing back as he proceeded down the aisle doing his work. When he had moved a short distance away, the little girl, in a clear voice that had distinct carrying qualities, said: "Dad, you know I'll be 6 next Thursday. What's the use lying for 34 cents?" Conductor Knight, overhearing, retraced his steps and, during the laughter of the passengers, including the father, collected the 34 cents due the Illinois Central.

Already Done

The blushing bride-elect was rehearsing the ceremony that was about to take place.

"I shall expect you to give me away, dad," she said to her fond parent.

The latter looked up nervously from his paper. "I'm afraid," he murmured, "I've done it already. I told Herbert this morning that you had a disposition like your mother!"

Teacher—Take this sentence: "Let the cow be taken out into the lot." What mood?

Pupil—The cow.—*Texas Scalper.*

Speaker—Do you know that the time is coming when women will receive men's wages?

Melancholy Voice from Rear of the House—Yes; Saturday night.—*Whirlwind.*

Homes and Community

The home is the unit around which any community must be built. Wherever there is a plentitude of homes, there you will find a prosperous, contented, and happy people.

No great city was ever constructed upon an itinerant population. There must be a nucleus of homes upon which to build. Nobody can have a real abiding interest in a community who is not anchored to that community. A man will fight for his home, but he can very readily find another place in which to live.

A community that makes it easy for an individual to own his home need have no qualms upon the approach of the census taker. Every community has in it hundreds of houses that are not and never will be homes. It requires the element of possession and a lot of living to make a home. Where there are homes there are likely to be children, and where there are children there must of necessity be growth.

It is the ambition of every man to own some small fraction of the surface of the earth. Because some men try to hog it all does not alter the instinct which is inherent in every normal human being. In the heart of every man there is a dream of the time when he can sit at his ease beneath his own vine and fig tree. It is good to own a little piece of land—even if it is nothing more than a lot in a cemetery.

A man who owns his own home is a kindlier neighbor and a better citizen. He has a very direct and personal interest in the well-being of the community in which he lives. He stands for good government because it is only a good government that can give him protection for his property. He wants churches and schools in order that his children may be educated and trained. He is interested in the beautification of his city and the improvement of his streets, because these things tend to enhance the value and the beauty of his own holdings. He becomes rooted in the soil of that community and a part and parcel thereof.

A city that makes it easy for a man to own his own home is on the high road to prosperity. A city that would encourage home building with financial assistance to responsible prospects would soon be a community of homes. One property owner is worth ten finely dressed strangers who are here today and gone tomorrow. Birds of passage seldom build nests. It takes a lot of living to make a home. A city of plenty of small homes is a delightful community. There are too few of them.—*Charlotte (N. C.) Observer.*

Every man is a busy bee when he finds the work he likes. He is called "lazy" only when he hangs back on a job that does not arouse his interest. Get friendly with your task, and the hours will be short.—**GEORGE ADE.**

HOUSE PLANS FOR OUR READERS

Concrete

The Morgan Park, No. 5202, (Dean and Dean, architects, Chicago) was designed in the western style for the residential suburbs of Duluth. The heavy overhang of the roof, so typical of western design, gives an air of warmth, security and comfort to the home.

The roomy bedrooms have cross ventilation, and the placing of the closets between

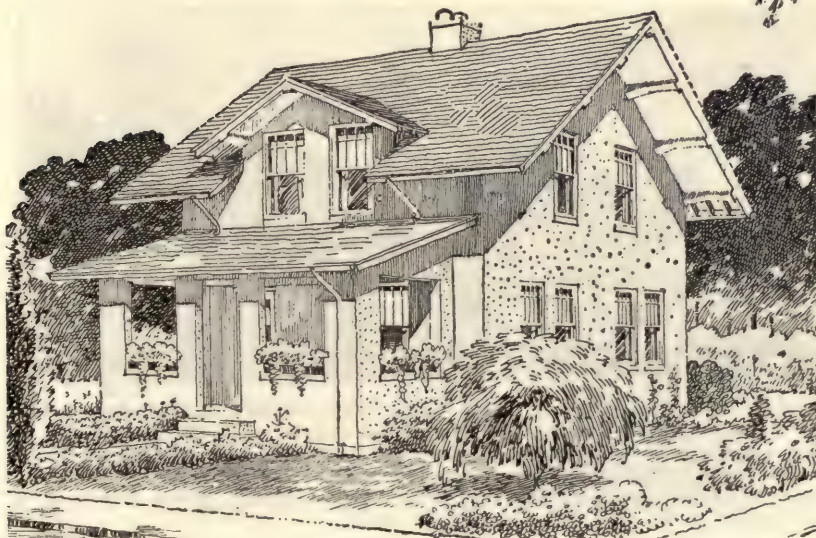
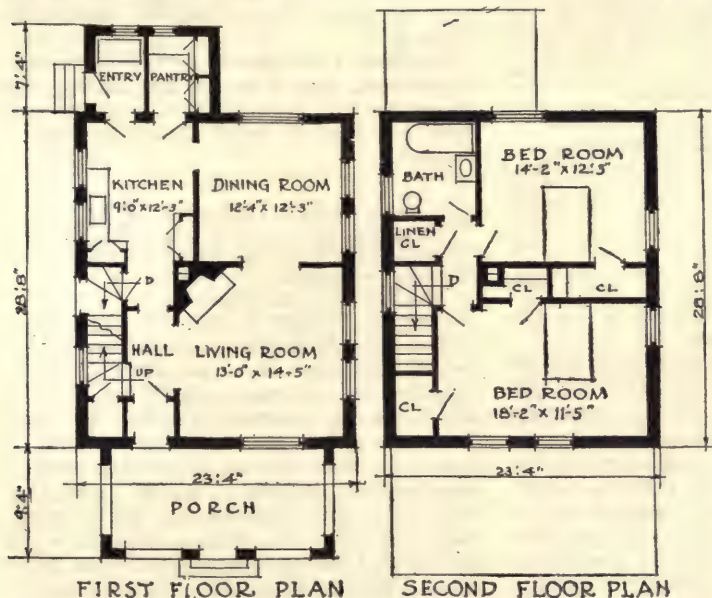
the two rooms helps to prevent the passage of sound between them. Downstairs there is an entrance hall which can be entered direct from both kitchen and living room. The living room is 13 feet by 14 feet 5 inches and has a corner fireplace for which the architects have designed a handsome brick mantel. It opens through archways into dining room and hall.

The kitchen is well supplied with closets and has a pantry and rear entry under a lean-to roof at the back. Those who do not require pantries could make this into an open, screened porch. The front porch can easily be screened or glazed.

The house is twenty-four feet wide and should be built upon a lot not less than thirty-five feet in width, facing south or west.

This design is an example of twenty-five plans appearing in an elaborate plan book published by the Portland Cement Association, 111 West Wash-

ington Street, Chicago. The plan book can be had from the editor for 50 cents a copy. Through the courtesy of the Portland Cement Association we are able to offer our readers free of charge a handsomely illustrated booklet called "A Plain Talk on Beautiful Homes" that will interest anyone who is planning to build.



Sports Over the System

Baseball Activity at Kankakee, Ill.

Earl Walters, reconsigning clerk at Kankakee, Ill., has been appointed manager of the American Legion Baseball Club at Kankakee. The first game was scheduled for Sunday, May 13, at Kankakee against the American Legion Club of Champaign. The Kankakee team was also scheduled to play the Illinois Central team of Champaign at Kankakee on May 27. The Illinois Central All-Stars of Chicago will be met at Kankakee on July 4, which will be a general picnic day for Illinois Central employees.

Inter-City League, Louisville, Ky.

Clubs—	Won	Lost	Pct.
I. C. Railroad.....	2	0	1.000
Bourne & Bond.....	2	0	1.000
Transylvania.....	1	0	1.000
St. Matthews.....	0	2	.000
Louisville Woolen Mills.....	0	2	.000
Schuster Bros.	0	1	.000

Above is shown the standing at the close of play Saturday, May 12.

The Illinois Central baseball team got off to a flying start in the Inter-City League on May 5, the opening day, by defeating the Louisville Woolen Mills team by a score of 13 to 0. This game was featured by the pitching of Fireman R. E. ("Bob") Crawford, who struck out twelve men in six innings, allowing but two hits, and who then gave way to Baggageman C. L. Monaghan, who allowed but one hit during the remaining three innings. In this game the Illinois Central boys showed that they have some

real sluggers in their outfit, Laffey, Murphy, Bossmeyer and McDonald each turning in extra base wallops when men were on the bags.

The second game of the season, with the St. Matthews team, ended in a 3 to 2 verdict for the Illinois Central boys. Again Crawford demonstrated that he is the "class" of the amateur pitchers in the city by letting the hard-hitting "Saints" down with three hits.

Manager Cunningham of the accounting department has a formidable looking aggregation, and the team that wins the pennant will have to finish ahead of the railroaders.

A Louisiana Division Affair

There was once a ball team from McComb Which strayed far away from its home. It met with defeat, But Revenge is still Sweet, And our turn may be next when we roam.

The King of France marched up the hill—but you know the sad story, how he marched 'em down again. The King of Swat—he said his men were Swatters from Swatville (McGuire of McComb, Miss., it was who said it)—entrained his men in most modern fashion on board Illinois Central No. 4 on a certain day (to be exact, Saturday, May 12, 1923, a date to be remembered) and proceeded northward to the capital city of Mississippi, intent upon exhibiting his wrecking crew to the team from the local freight agency of Jackson. Later



Here is the baseball team of the local freight office, Jackson, Miss. Standing, left to right: R. W. Pridgen, supervisor; Montie Harmon, rate clerk; Lee H. Cotten, bill clerk; J. L. Morgan, agent; E. A. McGowen, accountant; R. W. Barrett, accountant; W. B. Shotwell, interchange clerk. Sitting, left to right: F. E. Britt, rate clerk; L. B. Carter, O. S. & D. clerk; W. G. Shotwell, demurrage clerk; James Elliott, claim clerk; A. C. Simmons, express clerk; J. W. Kennedy, warehouse clerk.



The McComb, Miss., office baseball team. Left to right, standing: Bentley, c; Harper, sub; Mayfield, ss; Dodds, rf; Wilmot, 3b; Parnell, 1b; B. Rivers, p. Sitting: Simmons, 2b; Streibich, cf; Smith, lf; Captain McGuire, manager.

in the day he marched back again, not quite so Swatty.

It was a great game—strictly an Illinois Central affair.

Preceding the game letters had passed between Captain McGuire of McComb and Captain Shotwell of Jackson—each captain so polite, but so positive that he headed the only champion baseball team on the Louisiana division. How carefully they urged each other to be discreet, cautious, ethical; how gently they warned each other of the impending sting of defeat—this was more amusing, if possible, than the game itself.

It would not be fair to single out one or more individual players as heroes at the expense of the other heroic sufferers. Suffice to refer as examples to "Sheik" Bill Kennedy, maimed, but still beautiful in victory, and to Rivers, who, with his glasses, looked like Meadows but did not pitch "that-away," slim, sinuous and sorrowful in defeat.

Captain McGuire had much pitching timber, strictly 1-by-6, long and slender, winding up like Waterbury watches while Jackson players stole bases as smoothly as the proverbial "culled gemman" purloins chickens.

The score—oh, yes—Jackson won, 9 to 7. But there is always a chance to reverse the present situation. The Jackson team has been invited to visit McComb in the near future. There, amid the tooting of whistles and the roar of machinery, Captain McGuire will seek to drown the memory of the noise made by the Jackson rooters at the first clash.

Every day we play better and better.

Beware, Cap McGuire, how you write your next letter.

You gave us good practice,
You're a fine bunch of clouters,
But it is only the victors
Who can join with the shouters.

—C. H. WILLIAMS, local correspondent,
freight office, Jackson, Miss.

Our Champaign, Ill., Team a Winner

The Illinois Central baseball team of Champaign, Ill., won its first game of the season May 10 when it defeated the Urbana and Champaign Railway, Gas and Electric Company baseball team 2 to 0. It was a cold day at Champaign, but it was a good game. Numb fingers may have caused the four errors that were made. Lennie High, manager of the Illinois Central team, drove in the two winning runs in the sixth inning when, with the bases full, he lined a hot one into short right field. Honn and Nelson scored. Nelson, Kline and Honn produced a thriller when they pulled off a double play at a time when a double play was sorely needed. The line-up for the Illinois Central team was: Thompson, 3b; Honn, 1b; Nelson, 2b; Kline, ss; High, cf; Martin, rf; Hart, lf; Watson, c; Schaele, p.

A New Orleans Baseball Star



The accompanying photograph is that of Bismark B. Berckes, star first baseman and center fielder of the Illinois Central team, Commercial Baseball League, New Orleans. "Bizzy" has gained a reputation in and around the city as an amateur and semi-professional baseball player. In 1921 his batting averaged .285, while last season he batted to an average of .485. In the fall of 1922, he

played semi-pro ball with the Peppermints, winners of the city championship, reaching the high batting average of .515. He is a consistent player, both fielder and hitter, and is a tower of strength to the Illinois Central team. Berckes during his school days ranked as one of the best all-around athletes in the city and in the South. Some of the achievements he made on the track still stand as records. He is employed as a claim investigator, local freight office.

Our Employes on Princeton, Ky., Team

The Princeton, Ky., baseball team, composed mostly of our Illinois Central boys, defeated the Sturgis, Ky., team May 6, by a score of 7 to 1, but was defeated May 13 by Sturgis, 2 to 0, on the Sturgis grounds. Karl Hosbach, formerly yard clerk at Princeton, now of the Henderson freight house, played with the Princeton team May 13, filling his regular place as shortstop.

Baseball Activities at McComb, Miss.

A baseball team has been organized among the employes in the superintendent's office, with W. T. McGuire, chief clerk, as manager, and Ernest Smith as captain.

The McComb shops baseball team played a tie game of fifteen innings with the Bogalusa, La., team April 13. In the seventh inning the score stood 12 to 7 in favor of Bogalusa. Our old reliable pitcher, Pat McGehee, relieved Jones and held the Bogalusa batters hitless for the remainder of the game. On April 22 Bogalusa was defeated by a score of 7 to 2. Buck Jones struck out eleven men, allowing only two hits. The feature of this game was the hitting of Leroy Jones and the fielding of Mac Middleton. On May 4 our team had its first defeat of the season. Bogalusa won by a score of 2 to 1.

The McComb shops baseball club recently entered in its line-up, as captain and first baseman, Richard B. Ching. Making his debut in 1916, Mr. Ching played with Spring Hill College. In the season of 1917 he was with Jacksonville in the South Atlantic League. The season of 1918 he was sold to Pittsburgh, Pa., of the National League, and was farmed out the latter part of the season to Mobile of the Southern League, later being transferred to the Louisiana State League at New Iberia. In 1922 he pitched with the St. Petersburg, Fla., club. Baseball fans of the Southern League recall



Here is the McComb shops baseball team which has been making other teams sit up and take notice. Left to right, front row: Shaw, boilermaker helper, catcher; Goodsir, boilermaker helper, pitcher, formerly of San Antonio Texas League; Harrison, boilermaker helper, left field, formerly of the Cotton States League; Middleton, welder helper, third base; Brown, machinist apprentice, shortstop. Second row, left to right: Buck Jones, molder, pitcher, formerly of the Cotton States League; Van May, molder, catcher. Third row, left to right: Wales, machinist helper apprentice, manager; Estess, machinist helper, second base; Ching, machinist helper, captain and first base, formerly of the Southern League; McGehee, lead material handler, pitcher, formerly of the American League; Leroy Jones, machinist helper, center field, formerly of Louisiana State University; Cullom, blacksmith welder, right field; Revere, machinist, secretary.



Fair bowlers of the 63d Street offices at Chicago. Top row, left to right: Laura Babcock, Pearl Hanson, Elsie Kaiser, Bertha Peterson, Helen Turner, Mary Cotter, Nettie McLaughlin. Center row, left to right: Clara Stiles, Dorothy Alberts, Helen Spiek, Julia Lopeman, Amy Baldorf, Jane Chamberlain, Pauline Hoag. Front row, left to right: Eileen Hayes, Margaret Taylor, Susanna Lang, Catharine Coyle, Ida Jensen, Catharine Tracy.

the 3-hit game which Mr. Ching pitched for Mobile against Birmingham, April 21, 1921, and also a 1-hit game pitched by him, score 1 to 0 in favor of Mobile. His batting average this season is .650.

Baseball at Vicksburg, Miss.

The Yazoo & Mississippi Valley office team, consisting of players from the superintendent's, freight agent's and division storekeeper's offices, was scheduled to open the season at Vicksburg on May 12. It is one of the strongest baseball clubs in the city, and the railway fans expect a great deal from it. The Alabama & Vicksburg Railroad team was its opponent in the opening game. The Yazoo & Mississippi Valley team includes: (superintendent's office) D. P. Waring, Sylvester Thompson, Homer Smith, W. T. McDuff, S. F. Lynch; (agent's office) Adam Werling, Carl Walters, Dell Swett; (storekeeper's office) Jack Roberts.

Ladies' Bowling League Closes Season

The final wind-up of all activities for the season of the 63d Street Ladies' Bowling League, at Chicago, took place Thursday evening, May 10, when a dinner and theater party was held by twenty-four girls from the 63d Street office. Reservations had been made at the Blackhawk Restaurant for the occasion, and the dinner was followed by a trip to the Central Theater, where a performance of "Up the Ladder" was enjoyed. Plans for the perfecting of a bowling league for next year were discussed and met with approval. The girls greatly enjoyed their attempts at bowling last season and look forward to a year of improved scores and keen competition. It is hoped that more girls throughout the entire building will

interest themselves in the sport next year and help form a Ladies' Bowling League of which the 63d Street building may be prouder than ever.

Commercial Baseball League, New Orleans

Name	Won	Lost	Percentage
Illinois Central Railroad.....	6	0	1.000
Dock Board	4	2	.666
United Fruit Company	3	4	.428
Standard Oil Company	0	7	.000

The Illinois Central baseball team of New Orleans earned its fourth consecutive victory of the Commercial Baseball League season on Saturday, April 21, defeating the Polarine team of the Standard Oil Company by a score of 5 to 4. The oil men were counted upon as easy victims by the railroaders, but the Polarines held them scoreless until the sixth inning. Woods' pitching was effectual, the Illinois Centrals being unable to fathom his delivery. Dell of the railroaders, while not hit freely, was wild at times, walking five men, which, coupled with errors, gave the Standard Oil Company a lead of four runs. In the sixth inning the railroaders seemed to reach Woods' delivery, and he was nicked for a total of seven hits, netting four runs and evening the score. He was relieved by Landry, who allowed the Illinois Centrals to squeeze over another run before he could stem the tide of their onslaught. Dell was relieved in the sixth by Mohren, who during the two innings that he pitched allowed only six men to face him, five of whom struck out.

Saturday, April 28, the Illinois Centrals further clinched their hold on first place by defeating the strong Unifruco in what was declared to be the best exhibition of amateur baseball witnessed at New Orleans this

season. This game was a pitchers' battle between Mohren of the railroaders and Bendix of the United Fruit Company, the former getting a shade the better of the contest. Both teams were playing air-tight ball. Mohren's delivery was effective, only one hit being made off him, and that in the last inning. In the last half of the ninth, Aby Jorda, shortstop of the railroaders, succeeded in reaching one of Bendix' curves, driving it over the left field fence for a home run, and winning the game for the Illinois Centrals by a score of 1 to 0.

The Illinois Centrals, on Saturday, May 12, again met and defeated the Polarines, this time by the overwhelming score of 17 to 1, proving conclusively their ability to beat the tailenders of the league. This game was a slug-fest, the railroaders hitting the ball at will. Mohren started to pitch for the Illinois Centrals and, as usual, was effective. He was relieved in the fourth by Barnes, who pitched the rest of the game. The Standard Oil team used three pitchers in its effort to stem the tide of victory, but to no avail. Churchill and Dell were the stars of this contest, their work at the bat being a feature.

12th Street Bowlers End Season

On May 3 the 12th Street General Office Bowling League at Chicago finished its schedule, with the General Superintendent of Transportation team in first place, with an average of 806 pins a game—the only team to average more than 800. Captain Knodell of that team also finished in first place among the individuals, with an average of 180, and he was well backed by the rest of the team—Silverberg, Butler, Walters, Leonard and Yore—and their picture appears in this issue of the magazine. They lost but seventeen games of the ninety rolled and lost but one series during the year, when the Auditor of Miscellaneous Accounts team beat them two out of three.

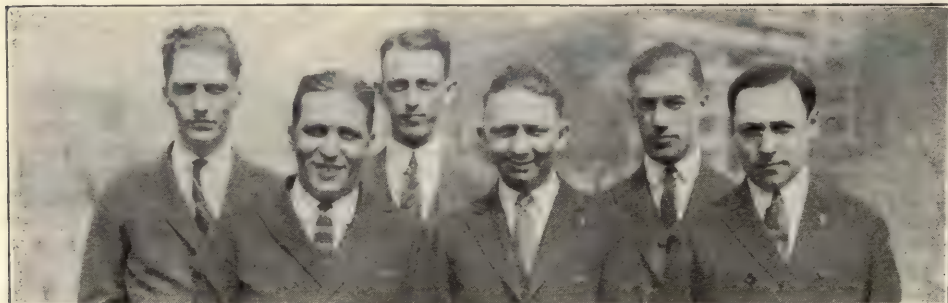
The Auditor of Miscellaneous Accounts

team finished in second place, six games behind the leaders. It was in the thick of the fight from the start of the season and had the reputation of being the best balanced team in the league; one thing is sure—it was the noisiest team on the alleys. Collier was its leading bowler.

The General Freight team started out to win ninety straight games, and for a time was unbeatable; but the pace proved too hot, and it dropped back to a tie with the General Superintendent of Transportation team until it met that team, lost two of the three games and part of its pep, and finished in third place. Koch, its star bowler, did fine work all year. He had the honor of shooting high game when he upset 258 pins.

The Bridge and Building team never dropped below fifth place at any time during the season; it finished fourth. Block, Dishinger and Stone were its best bowlers. Rolff, Bernbach and Breitzke kept the Engineer of Maintenance of Way team up in the race, and it finished in fifth place, with but two games to spare over the General Superintendent of Motive Power team, Purchasing Department team and Land and Tax team, which were tied for sixth place. The Auditor of Disbursements team finished with an average of .500, forty-five games won and forty-five lost. The Vice-President Accounting team started out in eleventh place and finished tenth.

The Chicago Terminal Improvement team lost thirteen of the first fifteen games, braced and finished in eleventh place. The Terminal Superintendent team, in the league for the first time, did better than was expected and finished tied with the Vice-President and General Manager team, with the Chief Engineer team but four games behind. The Officers team was seven games below fourteenth place and seven games above last place. The square ball artists, the "Cop," finished last in all features of the game. They started out with



Here is the champion bowling team of the 12th Street General Office Bowling League at Chicago. From left to right, back row: R. W. Leonard, C. M. Knodell, captain, and C. E. Butler, Jr.; front row: E. J. Yore, A. F. Walter and R. Silverberg.

an average of 613 pins a game and finished with an average of 668, showing that they were taking the corners off the ball before the end of the season.

Rolf's 669 pins were good for high series, a mark that has not been equaled the last two years in either the 63d Street or the 12th Street league. The General Freight team shot high game when it dropped 977 pins in the pits. The Engineer Maintenance of Way team upset 2,703 pins for high series.

The league, as usual, was a big success, thanks largely to the efforts of W. P. Enright and our efficient secretary, Gus Rolf. —W. E. Du Bois.

The Final Standing

Team	Won	Lost	Pct.	High Game	High Series	Avg.
Genl. Supt. Trans.....	73	17	811	888	2,573	806
Auditor Miscel. Accts.....	67	23	744	896	2,510	780
General Freight	64	23	711	977	2,610	795
Engineer B. & B.....	59	31	665	891	2,517	768
Engineer M. of Way.....	51	39	567	941	2,703	768
Genl. Supt. Motive Pow. 49	41	544	870	2,448	745	
Vice-P. Purchasing.....	49	41	544	858	2,416	742
Land and Tax.....	49	41	544	851	2,370	724
Auditor of Disbursements. 45	45	500	894	2,454	763	
Vice-P. Accounting.....	39	51	433	835	2,407	720
Terminal Supt.	34	56	378	849	2,303	716
Vice-Pres. & Genl. Mgr. 34	56	378	836	2,315	713	
Chief Engineer	30	60	333	851	2,362	715
Officers	23	67	256	819	2,311	691
Chief Special Agent.....	16	74	178	816	2,211	668

Individuals

Name	Games	High Game	High Series	Avg.
1 Knodell	87	247	606	180
* 2 Enright	45	222	570	179
3 Bernbach	48	213	603	171
4 Koch	81	258	643	170
5 Rolf	89	235	669	169
6 Larsen	90	232	568	167
7 Block	78	211	569	167
8 Rittmueller	90	222	561	166
9 Breitzke	66	215	557	165
10 Kelly	90	214	577	164
11 Collier	90	220	581	163
12 Silverberg	81	222	560	163
13 Grismore	75	222	626	163
14 Grace	84	214	571	162
15 Brown	78	209	550	162
16 Tremblay	78	242	609	160
17 Du Bois	89	204	562	160
18 Dischinger	77	196	544	160
19 Bailey	90	233	563	160
20 Stone	81	222	550	159
21 Mack	81	236	561	159
22 Bramfeld	63	214	626	159
23 Klingens	87	212	553	159
24 Riley	24	192	510	159
25 Butler	80	244	562	158
26 Sebastian	84	224	553	157
27 Ducat	87	237	612	157
28 Ullrich	80	216	569	157
29 Hurlbut	42	191	558	156
30 Cote	17	188	519	155
31 Walters	68	211	523	155
32 McMeen	87	219	536	155
33 Leonard	72	204	545	154
34 Church	72	222	563	154
35 Baylor	4	173	452	154
36 Yore	56	199	509	153
37 Camp	75	213	537	153
38 Rozene	68	200	552	153
39 O'Connell	77	199	495	152
40 Gollhardt	65	203	530	152

Individuals

Name	Games	High Game	High Series	Avg.
41 Carney	81	204	581	152
42 Koestner	18	176	493	152
43 Krubeck	60	192	540	151
44 O'Connor	90	214	551	151
45 Clark	84	203	531	151
46 Klee	90	206	564	151
47 Camp	81	201	519	151
48 Thorgren	63	200	510	150
49 Breitzke	64	204	503	150
50 Lumsden	54	208	535	150
51 Soderburg	3	168	448	149
52 Nelson	60	213	531	149
53 Riley	44	193	491	149
54 Grear	66	202	518	148
55 Cozzani	75	218	546	147
56 Bystrom	45	162	498	147
57 Thomas	30	190	523	147
58 Klein	68	209	543	146
59 Lee	39	187	505	146
60 Gariess	57	185	477	146
61 Long	57	208	526	146
62 Height	74	162	478	145
63 Deany	80	203	498	145
64 Richards	78	203	505	144
65 Collar	3	169	433	144
66 Krupka	15	175	478	144
67 Kenrickson	80	205	500	144
68 Philgard	63	182	520	143
69 Tchersie	75	202	501	143
70 Johnson	54	200	489	143
71 Sidlicki	75	196	520	142
72 Ryan	37	187	491	142
73 Kane	78	208	522	142
74 Titus, L.	78	204	516	142
75 Horton	33	215	477	142
76 Joost	24	190	458	141
77 Tyler	81	198	479	141
78 Zeibell	36	191	497	141
79 Broeker	68	192	492	141
80 Walker	39	195	464	141
81 Herigodt	24	171	450	140
82 Baker	3	150	421	140
83 Reed	60	197	507	140
84 Berry	9	163	452	140
85 Coble	27	190	470	140
86 Bell	21	181	490	140
87 Dorsey	45	185	507	139
88 Hoffman	12	162	454	139
89 Anderson	34	183	480	138
90 Tetreau	60	172	457	138
91 De Vore	50	194	474	137
92 Haller	80	172	472	137
93 Coates	87	191	493	137
94 Welsh	59	189	470	137
95 Buckley	45	194	461	136
96 Bush	42	179	485	135
97 McComb	87	192	458	135
98 Buell	33	173	458	134
99 Kiernan	19	179	451	133
100 Johnson	9	157	409	133
101 Fletcher	75	179	482	133
102 Pulley	77	199	489	132
103 O'Rear	3	136	396	132
104 Jordon	3	139	395	132
105 McClary	24	176	426	131
106 Fildballe	1	131	131	131
107 Schiller	36	170	458	131
108 Kiernan	64	180	450	131
109 Patten	12	173	484	130
110 Titus, U.	6	169	397	130
111 Haire	80	198	457	130
112 O'Halloran	67	212	475	129
113 Alwood	6	139	397	129
114 Healy	83	167	477	129
115 Lynn	6	142	416	127
116 Vetter	12	175	411	126
117 Kennedy	68	179	475	126
118 Lehman	30	168	433	125
119 Tansley	6	174	400	124
120 Lindley	3	152	371	124

Individuals				
Name	Games	High Game	High Series	Avg.
121 Ellis	12	167	442	123
122 Anderson	9	142	391	123
123 Robinson	9	145	406	123
124 Barker	16	157	418	122
125 O'Neill	77	186	395	122
126 Stump	61	175	456	120
127 Bowman	3	135	360	120
128 Davis	3	164	359	120
129 Francis	11	136	361	119
130 Sheahan	64	165	402	118
131 Potter	3	146	351	117
132 Barnes	8	154	352	114
133 Lawler	3	118	332	111
134 Parowski	3	121	331	110
135 Said	3	131	331	110
136 Sims	9	134	347	108
137 Devaney	3	119	312	104
138 Baker	3	123	305	102
139 Fischer	3	90	253	84

63d Street Bowling Season Ends

The 63d Street General Office Bowling League of Chicago finished its season April 20, completing a schedule of eighty-four games. In this number of games there was not a postponed series. Few leagues go through a season without postponed games. No doubt this proves that the boys at 63d Street are interested in the game.

The Daylight Special team, representing the office of the auditor of passenger receipts, finished in first place in team standing for the third straight year.

L. Calloway was the winner in the individual race, averaging 193 for the season. E. Tersip was second, with 184; L. Heimsath, third, with 182. E. Tersip won the prize for high individual game, with 267. O. Hulsberg was second, with 265. J. Kovats and L. Calloway tied for third, with 257 each. O. Hulsberg captured high 3-game series, with games of 178, 221 and 265, totaling 664. P. Kempes was second, with 645; L. Calloway, third, with 644.

The New Orleans Limited team won first prize for high team series by rolling a total of 2,814. The Daylight Special was second, with 2,813; the Diamond Special, third, with 2,742. The Daylight Special won first prize for high team game, with 991. The Seminole Limited was second, with 985; the Diamond Special, third, with 980. The Hawkeye Limited team had a total of 2,701, which was third high series until the Diamond Special team on the last night rolled 2,742.

Below is the standing of teams and individuals for the season of 1922-23:

Team Standing					
Teams—	Won	Lost	High Game	High Series	Average
Daylight Special.....	52	32	991	2,813	850
Diamond Special.....	46	38	980	2,742	845
Seminole Limited.....	46	38	985	2,648	840
New Orleans Limited.....	45	39	957	2,814	832
New Orleans Special.....	43	41	941	2,660	801
Panama Limited.....	39	45	931	2,571	820
Freeport Peddlers.....	37	47	925	2,564	795
Hawkeye Limited.....	28	56	958	2,701	775

Standing of Individuals				
Names—	Games	High Game	High Series	Average
Calloway	72	257	644	193
Tersip	84	267	636	184
Heimsath	84	245	631	182
Kempes	84	245	645	179
Smith	69	243	620	178
McKenna	84	235	610	176
Hulsberg	81	265	664	174
Miller	75	238	617	173
Goodell	81	244	607	173
Flodin	78	236	621	172
Beusse	78	236	592	172
Merriman	84	243	594	171
Lind	78	245	607	171
Breidenstein	75	212	614	170
Devitt	57	236	575	168
Bax	75	212	577	167
Rowe	81	218	564	165
Mech	27	203	520	165
Powers	78	232	560	160
Turner	72	232	557	160
Nelson	84	212	562	160
Nugent	84	222	555	158
Kovats	81	257	570	158
Murphy	78	211	565	156
Reha	57	219	562	156
Burgert	63	228	609	156
Ruhn	60	199	531	155
Sharpe	51	242	582	155
Price	72	216	532	150
Jacobs	81	208	524	150
Vrooman	37	204	499	150
Morrison	84	201	523	149
Lawshe	81	198	514	147
Bristol	84	200	536	145
Giasecke	81	210	506	144
Cady	81	203	576	143
Phillips	45	198	459	138
McCarthy	78	169	455	129
Esschen	75	177	473	127
Richmond	66	178	401	113

Women Show Interest in Bowling

The women bowlers from the 12th Street General Offices at Chicago are carrying their heads high, for they recently beat the 63d Street team three straight games on the Woodlawn Recreation Bowling alleys, and as a result have won four of the six games rolled against that team.

The women are talking of starting a league of their own next fall to be composed of teams from 12th Street and 63d Street. From what they have done in the special match games, it seems they should have no trouble getting a league started. Perhaps some day we will read about the crack Illinois Central teams of women who walked off with most of the prize money at the bowling tournaments for women.

The 12th Street Shamrocks, representing the Purchasing Department, will have a good team for next year. The Auditor of Disbursements has enough good women bowlers in his office to place two teams in the league. The 63d Street offices should be able to place at least five teams in the league. Mr. Larsen is handling the 12th Street bowlers, and Mr. Nelson has his eye on the 63d Street bowlers.

Scores of the latest match between 12th Street and 63d Street women:

12th Street Shamrocks			
Moore	104	105	127
Berngen	100	94	127
Mooney	143	125	169
Anderson	108	127	82
Broderick	114	110	153
Totals	569	561	658

63d Street Stars			
M. O'Neill	117	85	164
Speik	97	115	78
A. O'Neill	83	84	111
Turner	109	98	139
Chamberlain	119	100	136
Totals	525	482	628

—W. E. D.

Winners in Inter-Railroad Bowling

Five of the Illinois Central 5-man bowling teams landed in the money in the second annual American Railway Bowling Association tournament, held at Chicago between April 7 and April 22. Eight 2-men teams also won, and ten individuals took home part of the prize money.

The Panama Limited was again high among the Illinois Central teams. In the doubles Challup and Hengels did the best work for us, and in the singles C. Lind proved a star, landing in a tie for third place, with 626 pins for his share, which was good for \$27.50.

Below are the official standing of teams and individuals, the figures at the left being their rank in the tournament:

The 5-Man Teams

9. Panama Limited	2,705
17. Diamond Special	2,678
24. Daylight Special	2,645
27. Seminole Limited	2,633
31. Special Service	2,607

The 2-Man Teams

34. J. Challup-T. Hengels	1,115
36. E. Tersip-H. Theim	1,113
42. F. Stone-M. Block	1,106
44. P. Smith-J. Breidenstein	1,104
48. C. Miller-C. Lind	1,097
55. H. Coble-C. Riley	1,088
61. J. Brassa-A. H. Rolff	1,082
83. E. Rittmueller-W. Kelly	1,066

Individuals

3. C. Lind	626
11. M. Grace	619
12. W. P. Enright	616
23. J. Breidenstein	602
39. E. Heimsath	589
40. R. Silverberg	588
74. E. Tersip	576
79. T. McKenna	575
96. J. Challup	571
102. R. Goodell	568

—W. E. D.

Success is a matter of quality, not quantity. It is not what you do, but how well you do it that counts. Do everything, even the smallest things, as well as you can possibly do them, and your progress is assured. No power on earth can keep a third-class man up or a first-class man down.—ROGER W. BABSON.

COMMUNICATIONS

Agents, Keep Posted on Traffic!

TO THE EDITOR: I would like to say a few words to agents in regard to keeping posted on traffic matters. The traveling freight and passenger agent in your territory is the traffic department representative. He has a considerable territory to look after, and he has to depend on you to keep him posted.

Your daily papers are the greatest source of information. Watch them and clip items of interest. You will often find items of praise and sometimes items criticising your company. The traffic department wants both kinds of items sent in so that its representatives can investigate the criticism. If any new industry is to be located in your city, as a rule the newspapers are the first to find it out. You should watch the columns of your papers and clip and send to the traffic representative in your territory any item of interest.

I remember that a few years ago I saw an item in our home paper, copied from a paper in another territory, which told of a very large increase in the business of one of our competitors. I took the first train to that city and found that, on account of a fancied grievance, a certain industry located on our rails had diverted all its business, but our agent did not consider this of enough importance to say anything about it.

When visiting cities that have daily papers, I make it a rule to purchase a copy of the paper, and I seldom pick up a paper that has not some item of interest to the railroads. I am sure that if you will make a practice of looking your paper over each day you will often find items of interest. A great many items are of interest to the operating department, and these should be watched also and sent to the proper officer.—M. J. HANLEY, *traveling freight and passenger agent, Freeport, Ill.*

The Honesty of Old Julius Diamond

TO THE EDITOR: Although I am not a member of your family, kindly allow me to give expression to a feeling of appreciation for the services, and much regret over the death, of an old and faithful dinky who served your line so long.

I have just learned that Julius Diamond died at Greenville recently. Old Julius, as he was known to all, had been employed as one of the laborers in the freight sheds at Greenville, as I recall, for about twenty-five years.

I have always considered him one of the best I ever knew among his race. Although Old Julius, to my knowledge, had many

an opportunity to steal while re-coopering broken boxes of freight and doing other work incident to freight handling, I never knew of a single instance where he ever took a thing that was not his own. Old Julius, in his unassuming way, went about his duties with a loyalty and energy that impressed me very much.

A thing that I never knew of another one of his race was this: When he saw another laborer committing a theft, he generally found me and quietly pointed out just where to place my hands on the thief and the missing goods. In this way I generally detected any petty thievery in the freight sheds and left the impression among the others that I was a good "mind reader"

or had other ways of knowing whenever they were stealing. While we were handling great volumes of less-than-carload freight, it was recognized that fewer robberies occurred at Greenville than at other jobbing centers, and for this Old Julius deserved all the credit. I made it a point that he should never be known in any case of petty thievery trials, as he always placed me in position to have the absolute proof without bringing him into the case.

Old Julius had a black skin, but there are few persons with better records for honesty and loyalty than he had. Old Julius fought the good fight and has won the victory.—
A. H. DAVIS, Winnfield, La., formerly agent at Greenville, Miss.

Railway Employes Need Safe Investments

By G. J. BUNTING,
Comptroller, Illinois Central System

It has been said, probably with more or less truth as a basis, that among the classes of persons susceptible to the wiles of the crafty salesman of "blue sky" securities, one of the most susceptible and easily sold is the class known as "railway men." Millions of dollars are lost each year by workers who confidently invest their savings in what prove to be spurious securities, in many cases absolutely worthless.

I understand that in some states the situation has become so serious in this respect that reputable bankers and investment bond houses are now vigorously carrying on publicity campaigns of education, suggesting that no investments should be made without at least consulting your own personal banker. As a matter of fact, a great many daily newspapers and responsible magazines now conduct special departments where inquiries are answered as to proposed investments. This, in itself, is a safeguard against "blue sky" securities offered as investments to the general public, if advantage is taken of such sources of information and advice.

An analysis of the situation from time to time has shown that wage earners, especially those connected with the railroads, have proved to be a particularly fertile field for the operations of those whose principal business is that of selling speculative, spurious or worthless stocks, and sometimes bonds. This brings to mind how easy it is to get mechanical workers to invest their savings in companies being promoted to develop and sell patented specialties to be used by the railroads; like a great many oil wells, if they do not prove to be failures, they at least do not merit the amount of capital that the gullible invest therein. I have in mind cases of this kind where the worker's attention is directed to the fact

that the device has been submitted to the Interstate Commerce Commission or to some other commission, without, however, in any way indicating whether or not the device is acceptable or has been approved.

A great many workers could have avoided the loss of their savings, invested in some worthless security or in a company proposing to develop an invented device, if they had consulted their banker or a responsible security investment house. Bitterness sometimes is engendered in the heart of a worker against "capital," so called, because of such losses; but if he had used the same degree of precaution in investing his money in stocks or bonds as he would in buying an automobile, sewing machine or some other personal article, a different situation might have resulted. People are prone to accept the word of a salesman (whose principal object is to obtain the commission on the sale) without further investigation and without using that good American horse sense which they would use if buying a set of tools or an automobile.

There is an old saying that "a word to the wise is sufficient," and any man who desires to invest his money in a field with which he is unfamiliar, as may be the case with respect to stocks and bonds, should first consult those who deal in such matters day after day and have the advantage of knowing the real facts surrounding each and every such investment. When a man is sick he does not consult a lawyer—he consults a doctor. Similarly, when he desires to make an investment he should consult his banker or some reliable investment house. If every man with savings to invest gave as careful consideration as to whom he should consult about investing his money as he uses with reference as to whom he should consult in sickness, millions now lost by bad investments would have been saved.

Maintenance
of Way
Department

Material Means Money

Save It

Monkey Wrenches

*Use a monkey wrench right,
And 'twill keep the bolts tight.
—POOR RICHARD III.*

One of the many important things—if not the most important of all—in maintaining a railroad in good physical condition is keeping nuts and bolts tight on track, machinery and equipment. It therefore follows that one of the most frequent operations on a railroad is that of turning a nut on a bolt.

Special wrenches, such as track and other open and solid wrenches, socket wrenches and other wrenches of special design are furnished for many purposes and are useful for the particular service for which they are designed, but when it comes to general use the monkey wrench is the “old reliable” of the tool box.

While the monkey wrench is not a handsome tool, it is undoubtedly a popular one, and its use is universal. No tool kit is complete without one or more of these useful if humble appliances; every section foreman, car repairer, bridgeman, machinist, signal maintainer, water service repairman, engineer, pumper—in fact, every maintenance man in every department and every employe who has anything to do with machines or structures requiring the use of bolts and nuts—would feel at a loss if a monkey wrench were not available when a nut worked loose or repairs of any kind were necessary.

The wide use of the monkey wrench, which has made it one of the most familiar tools, proves the truth of the old adage, “Familiarity breeds contempt,” for the scrap pile proves conclusively that the monkey wrench does not receive care in keeping with its value.

The average monkey wrench represents an expenditure of approximately a dollar. Thus, one wrench does not involve any great loss if it is damaged or destroyed, but in the aggregate it is a different matter. The Illinois Central system has in use some 45,000 or 50,000 monkey wrenches and spends about \$7,400 a year in the purchase of more than 7,000 new ones.



The most common form of abuse to which a monkey wrench is subjected is that of being used as a hammer, which damages not only the wrench but very often the object it strikes. A piece of pipe is frequently placed over the handle of the wrench to give additional leverage. This is certainly effective, for if the pipe is long enough something has to give; the result is that the nut moves, the wrench breaks or the jaws of the wrench are distorted. If a piece of pipe is not handy, sometimes a hammer is used on the handle of the wrench. Either practice helps the wrench to reach the scrap pile.

Another practice which distorts the jaws of the wrench, damages the corners of the nut and very often skins the knuckles of the one handling the wrench is placing the wrench on the nut backward. This practice is, of course, necessary at times when the nut is difficult to reach, but as a general rule it is bad practice.

Monkey wrenches not only are abused through improper use but frequently are improperly cared for. They do not require much care, but allowing them to become rusty and dirty and leaving them where they may be appropriated (to use a polite word) are factors in increasing their cost.

Adversity is sometimes hard upon a man; but for one man who can stand prosperity, they are a hundred who will stand adversity.—CARLYLE.

For Buddy and Sis

Something to Do This Summer

DEAR BOYS AND GIRLS:

Vacation time will soon be here. Are you glad? Then our boys and girls will have more time to play and rest and build up their bodies for another school year.

I know that you will have fine times this summer. Perhaps you will go to grandma's farm or to the seashore or to another city for a visit with your cousins. Aunt Nancie wants you to use your eyes and ears, for she has a plan in mind for a contest for our boys and girls. Aunt Nancie will give a prize to the boy or girl sending her the best letter telling about his or her vacation and accompanied by an original drawing of something that the writer has seen. The picture may be of birds or animals or a scene at the seashore or in the country or a drawing of your little friends, or anything that may please you. The letters and drawings must be sent to Aunt Nancie before August 15. I am telling you about this contest in advance of vacation time, so that you can be on the look-out for things to write about.

Martha Le Gate, who has a letter in this issue, also wrote Aunt Nancie a nice letter in March telling about herself. She says she has dark hair and eyes, weighs 60 pounds and is 55 inches in height. Martha is 10 years old. She goes to school at the West Side School and is in the fifth grade. She plays tag, bear, sometimes hopscotch and other games. When she plays bear, they have one girl for the bear, who runs after the rest, and if she catches one of them that one has to be the bear.

If enough of our boys and girls like the idea, perhaps we can form a little club such as Martha suggests in her letter.



Alvis Horn, 8 years old, daughter of Extra Gang Foreman W. K. Horn, Clinton, Ill., is coming into prominence as a violinist. She has within the last year taken part in several recitals at Springfield, and, considering her age, she performed in an exceptional manner. Alvis, a student in the Ursuline Academy, Springfield, started taking violin lessons at the age of 5.



The accompanying picture shows James J. Reber, 6 years old, son of O. Reber, roundhouse foreman, Kentucky division, with some of his prize chickens.

Did I tell you that a family of pigeons have taken possession of the window ledge in the office next door? The other day I heard a great racket, and when I went into the room adjoining I found that one of the pigeon family had slipped through the open window and was flying around the room. The bird flew at the clock and perched there. By and by one of the boys coaxed it down and put it out on the window ledge again, where the other birds scolded the naughty pigeon and made it so unhappy that it flew away.

Lovingly yours,
AUNT NANCIE.

A Letter From Martha Le Gate

807 West 7th St., Hopkinsville, Ky.,

May 9, 1923.

DEAR AUNT NANCIE:

As you asked us not to quit writing to you, I will write a few lines. I certainly am glad that Buddy's dog got named. Give three cheers to them from me. I hope you got my last letter telling you about myself.

I guess we all wish that you would give us another contest. I know I do. It doesn't matter if I don't win the prize. I love contests. I am sure other children do, too. When daddy brings the *Illinois Central Magazine* home, the first thing I do, I find "For Buddy and Sis" to see the lovely stories and pictures, also the puzzles and things. I can hardly wait till I get the June number.

I wish we could form a little club. I belong to a little club named the "S. S. Club."

What are you going to do vacation? I'm sure I don't know what I will do. (Get sick, I guess. It's what I do nearly every summer.) I sure wish I could travel all summer. I have just come from a trip to Louisville. Our school is out in June. A long time yet. I sure do dread the final examinations.

I cannot think of anything else, hardly, to write. Wish I could see you. Tell everybody good-by, including Jazz and Buddy.

With love,

MARTHA LE GATE

P. S. Please write to me very soon.

Illinois Central Magazine

Answers to May Puzzle

Illinois towns: 1, Rockford. 2, Springfield. 3, Gilman. 4, Champaign. 5, Carbondale. 6, Edgewood. 7, Buckingham. 8, Benton. 9, Alhambra. 10, Freeport. 11, Blue Island. 12, Robinson. 13, Mattoon. 14, Lotus. 15, Murphysboro.

Kentucky Towns

The following groups of words represent stations on our lines in Kentucky. See how many you can guess correctly. The correct answers will appear in the July issue.

1. A king of France and the French word for town.
2. One of the true primary colors and a small elevation of earth.
3. One of the points of the compass and to look upon.
4. A rodent quadruped of amphibious habits and a barrier across a watercourse.
5. The name of a president of the United States.
6. The name of a famous resort located in Switzerland.
7. A tract of land situated between hills or mountains.
8. The top of a mountain.
9. The one-tenth of a cent and a collection of trees.

10. The color of pure snow and to move swiftly.

11. A domesticated animal and the name of a subdivision of a railroad.

12. A small elevation of earth and that part of the body between the shoulder and the hip.

13. The name of a famous frontiersman and explorer of Kentucky.

14. The name of an evergreen tree and a high steep bank.

15. A Greek word signifying "I have found it."

16. The son of a king and 2,000 pounds.

17. The name of a famous race run annually in Kentucky.

18. A famous



Here is Melvin Brown, son of General Yardmaster R. H. Browning, Evansville, Ind. Melvin is taking saxophone lessons and already plays well. He is an all-around boy, a devotee of various sports, a true baseball fan, a rooter for the basketball team, and when it comes to swimming, he plays second only to his dad.



Isabel Rose, daughter of Mrs. Zella MacNair Rose, clerk to trainmaster, Mattoon, Ill.

gambling resort located in Europe.

19. The name given to a North American animal now almost extinct.

20. A name applied to the care of God for his creatures.

Spring Gardening

If I planted these articles in my garden, what would come up?

1. A very precise girl—primrose.

2. A mercenary mother's advice—marigold.

3. A lover's parting adjuration—forget-me-not.

4. A symbol of victory—flag.

5. A winter

sport—snowball.

The Flowers on a Lark

When the bachelor-buttons the lady's slipper—

(Come Johnny-jump-up from her feet!)

And Sweet William calls through the trumpet flower:

"You're a Daisy, Marguerite!"

When the cowslips up and the buttercup breaks,

And the milk-weeds, to give the mushroom—

When the puff-ball smokes the Indian pipe,
And the fox-gloves his hands in the gloom—

When the giddy cocks-comb the maiden's hair,

And the fire-flies around on a "spark,"

Then the naughty lark-spurs on the flowers
To go on a meadow-lark!

—Selected.

THE OTHER FELLOW

Who is the other fellow? Is he not a mere reflection of ourselves? And don't you think, therefore, that it even pays to be fair with him?

For a long time I have noticed the people who have taken advantage of others, or of their city, or of their country. Considering results at long range, all these years mighty few have really got away with it.

Whenever you short-change, even to the smallest degree, the other fellow, you are simply cheating yourself, your family and your friends.—ALBERT B. LORD.

Radio Department

Variometer Tuned Plate and Grid Circuits

In Fig. 1 is shown the picture plan for a regenerative set using a variocoupler and two variometers—one in the plate circuit and one in the grid circuit. This type of hook-up is popular with the radio fans, as the use of the variocoupler and the variometer tuned plate and grid circuits results in sharper tuning, making it possible to reduce interference and tune out undesired stations. The two variometers may be used in connection with any type of regenerative set by changing the hook-up to correspond with the picture plan (Fig. 1). They may be purchased complete or unassembled.

If you desire to assemble your own variometers, you should purchase the necessary parts at any radio store. The forms are so mounted that the smaller one, called the rotor, is placed inside the larger one, called the stator. Each coil is wound with forty or fifty turns of No. 20 double cotton-covered wire and connected in series. That is, the inside end of the rotor coil is connected to the inside end of the stator coil and the two outside ends connected to the binding posts as shown.

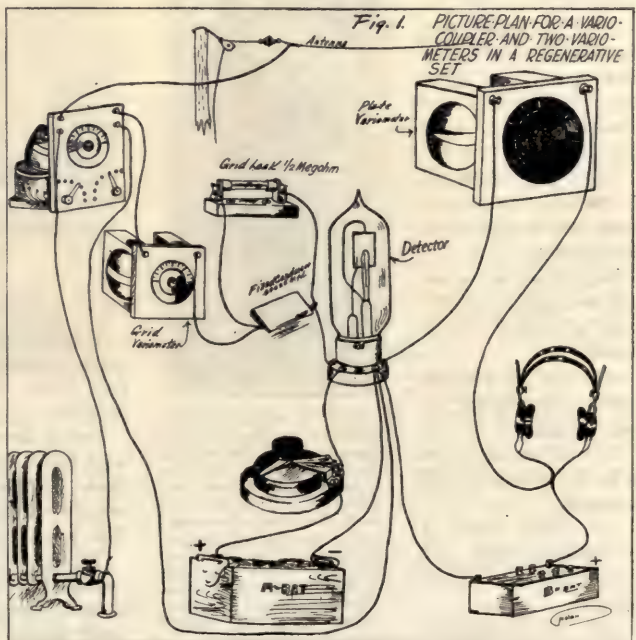
A variable condenser may be used in the grid circuit instead of the variometer, if desired, and other variable condensers may be used as shown by the dotted lines in Fig. 2. In using variable condensers, remember that a variable condenser used in the antenna circuit in series reduces the wave length and a variable condenser used in shunt across an inductance, as shown by the dotted line around the variocoupler, increases the wave length.

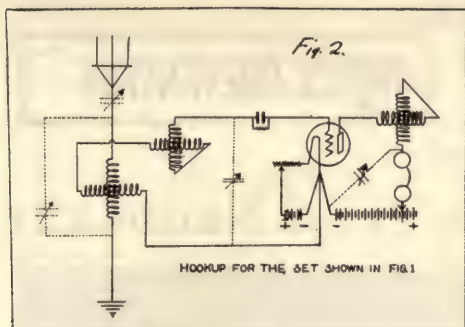
This arrangement of two variometers—one in the plate circuit and one in the grid circuit—provides a method of sharper tuning than the variable condenser for varying the wave length in tuning to stations whose wave lengths fall between the taps on the secondary of the loose coupler, thereby making it possible to hold and increase the strength of the signals from the station desired and to eliminate undesired stations.

There are two methods of

tuning this type of set. In tuning for transmitting stations that usually come in very loudly, set the plate variometer at zero. Next adjust the primary circuit of the variocoupler to the desired wave length. At the same time, the secondary circuit is tuned by moving the switch lever over the contact points and by rotating the grid variometer slowly in order to keep the primary and secondary circuits in tune while tuning in the signals. The plate variometer may be slowly rotated in order to amplify the signals by means of regeneration, until the signals or voice begin to break. Then rotate the variocoupler about 20 degrees to the left in order to reduce the possibility of interference from other stations which may start transmitting.

If the signals are too weak to be heard without regeneration, set the variocoupler at 180 degrees. Next adjust the primary circuit to the wave length of the signals desired. Then, with the switch lever of the secondary circuit set on the third contact post from the bottom, rotate the grid variometer and the plate variometer each through a complete turn. The two variometers should be revolved at the same time, one following the other, in such a way that maximum regeneration is maintained





throughout the complete revolutions of the two instruments.

Signals picked up in this manner are rarely loud enough to permit of loosening the variocoupler to any extent. However, readjusting the variocoupler even the slightest degree will reduce interference.

Uses Various Kinds of Antennæ

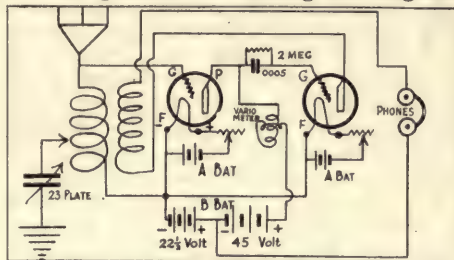
"I am submitting a rough sketch of the radio set which I built and am now using," writes C. E. Okey, first trick operator, Gibson City, Ill. "It is known as the tuned radio and detector circuit, only part of which is original with me. This circuit is not complex; anyone with a little study and experimenting can make it work. I am using two stages of radio-frequency in connection with the receiver and the output into a magnavox (loud speaker).

"The advantage is that with this hook-up an inside antenna or a loop aerial is used. I am able to get very good signals using twenty feet of telephone wire laid on the floor and can pick up radio waves without any kind of aerial attachment at all. I find it works very well on a loop aerial of eight turns of wire on a frame two feet square. I constructed this sensitive receiver to avoid the use of an outside aerial during the summer months while our old friend 'static' is with us.

"I am going into the detail of the construction of this set, but any of the readers who are interested in a set of this kind—one that is the very latest in radio and, to my mind, the most efficient of any yet discovered—may write me, and I will give the details of its construction. The approximate cost of this

outfit is \$50, and anyone wanting to use a loud speaker in connection with this set can easily add a 1- or 2-stage amplifier at a small cost. I use a standard 6-volt battery for the A and also the 6-volt tubes, but the circuit will work as well, if not better, with the WD11 tube as detector and the UV 201A as a radio-frequency amplifier.

"I have been employed as agent and operator on the Illinois division for ten years and take pleasure in reading the magazine



Mr. Okey's hook-up

every month, and especially since the radio page has made its appearance.

"I have been an amateur almost from the beginning of radio, as I served two years during the World War in the Naval Radio, and stood watch at the big Naval Radio station at Boston, Mass., ten months during that time. I also served as instructor in radio at Harvard."



Bert Richards and his Suwanee combination orchestra. Standing, from left to right: Bert Richards, Robert Studer, Robert Thorp, King Waller, Charles Forcht, Patrick McDermott. Sitting, from left to right: Misses Elizabeth Schott, La Clair Streckfus, Violet Doerhoefer and Naoma Forcht. Bert Richards is 14 years of age and is the son of E. A. Richards, assistant ticket agent at Louisville, Ky. In addition to being an accomplished musician, he is an ardent radio fan. This orchestra plays regularly for WHAS, the radiophone broadcasting station of the Courier-Journal and the Times at Louisville.



His Safety Suggestion Tried Nationally

A BOOSTER for accident and injury prevention is General Car Foreman W. J. McCloskey of Centralia, Ill. He recently wrote to the president of the American Railway Association's safety section, suggesting that safety signs be placed at all public gasoline filling stations. This suggestion was accepted and acted upon.

Mr. McCloskey entered the service as car repairer August 26, 1910, at Freeport, shops, was made gang foreman in August, 1914, general car foreman April 1, 1916, and was transferred to Centralia on November 27, 1919, as general car foreman. He is a hard worker in the interest of safety.

His letter to R. H. Aishton, president of the safety section of the American Railway Association, follows:

"In an endeavor to assist you and your organization in its campaign against grade-crossing accidents, I beg leave to offer the suggestion of placing permanent crossing warning signs at all public gasoline filling stations in the United States.

"My thought is that careless drivers' attention will be called to these signs while they are securing gasoline or oil."

In reply, Secretary J. C. Caviston wrote:

"Referring to your letter of April 12, addressed to the president of the association, relative to displaying posters at gasoline filling stations.

"Your suggestion is an excellent one. We have made arrangements with the Standard Oil Company of New York to do this at the stations they supply, and will take up with other companies promptly."

Concerning the campaign for safety at grade crossings this summer, Mr. McCloskey writes for the *Illinois Central Magazine* as follows:

"Illinois Central employees and their families can perform a great service to their company, and country as well, by operating their automobiles over grade crossings in compliance with the law of the land and the rules of our company.

"There is not a transportation officer who would not mark up an engineer's record for failure to stop at a block signal set against him, and I feel that, if we are to get results from the stop signs at grade crossings, it will be necessary for the state to fine and also revoke drivers' licenses



W. J. McCloskey

for their failure to comply with the law covering grade crossings.

"Officers and employes can also assist in the education of the public in this respect by bringing this subject before public meetings, school entertainments, farmers' community meetings, etc., and by handling the matter in the same way they did in the solicitation of freight and passenger business—that is, by going direct to their friends and business associates.

"Mr. Markham and all the other officers would be filled with remorse if one of their employes was killed or injured on a grade crossing on this or any other railroad, and all who read these lines can assist in preventing such a condition as this by observing the rules and talking this over with their friends and members of their own families who drive cars.

"We gaze with awe and wonder, admiring the nerve of an aviator who loops the loop and does the 'maple leaf,' but he is not to be compared with the 'gas bug' who

attempts to beat the Hawkeye, Panama or Seminole to the crossing.

"Let us all do our bit in assisting our management and the American Railway

Association's safety section in eliminating this public menace which is fast^e becoming a strong competitor of cancer and tuberculosis."

Goes 27 Years Without Personal Injury

M. C. Monk, now employed as car inspector at West Point, Miss., was born October 24, 1879, at Union Point, Ga. At the age of ten years he entered the service of the Georgia Pacific Railroad in the Atlanta yards as switch lamp tender, a position he held for two years, during which time he continued at school. After leaving this service and devoting full time to school work, he again took up railway work, this time with the Illinois Central, in 1896 as car repairer at West Point, Miss., under Master Mechanic William Hassman. He was promoted to car inspector at the same point in 1900, in which capacity he has served continuously since.



M. C. Monk

During Mr. Monk's twenty-seven years' service with this company he has been absent from duty only five days, and, although engaged in hazardous work, has never received a personal injury. He boasts that during his entire lifetime he has never ridden a horse or touched a drop of whisky. He has a genial disposition, and his friends are numbered by his acquaintances.

Mr. Monk is a loyal, efficient employe, never losing an opportunity to protect the railroad's interests, which has been demonstrated in many instances. A train accident has never occurred due to defective equipment where he was the last inspector

to make inspection. I also have in mind two instances where accidents were averted by his alertness while off duty. Once he was standing near the railroad and discovered a broken arch bar under a tank car loaded with gasoline. Again, while asleep at home (his home being located about fifty yards from the track), he was awakened by a passing train doing some switching; discovering by sound a slewed truck, he notified the conductor. In each instance the cars were promptly set out.

Mr. Monk's parents now reside at Cherokee, Ala., where his father is employed by the Southern Railroad.—W. H. PETTY, trainmaster, Durant, Miss.

TICKET SALE EXTENDED

The ticket office facilities in the Illinois Central suburban station at Randolph Street and Michigan Boulevard, Chicago, have been expanded effective, May 14, to include an office for the sale of through railway and Pullman tickets to all points reached via the Illinois Central, Michigan Central and Big Four. This new service is furnished largely for the convenience of Illinois Central commuters, many of whom are business men having headquarters in the northern portion of the Loop district. The same complete facilities for the purchase of through railway and Pullman tickets are available at the Randolph Street through ticket office as at similar through ticket offices at Central Station, 43d Street, 53d Street and 63d Street, Chicago. The office is in charge of C. O. Nash.

Safety First in Verse

The signal maintainers on the Illinois division have become very active in the prevention of accidents, according to S. C. Hofmann, supervisor of signals. The following was written recently by Signal Maintainer R. R. Louder of Monee, Ill.:

D is for Driver who lets his car run fast.
E is for Excuses made when a passenger train is passed.
A is for the Ambulance that picks up the scraps.
T is for Tears shed with many mishaps.
H is for the little Hearse for those who meet the worst.
It all spells D-E-A-T-H for those who don't stick close to Safety First.



Home of M. C. Monk, West Point, Miss.



Joining the Procession

SEVERAL railway officers were telling stories. A representative of the passenger department related the one about the Chinese laundryman whose place of business was located between two restaurants. One of the restaurant men hung out the sign, "Open All Night." The next day the other restaurant man came out with, "We Never Close." It was too much for the Chinese, and the third day he displayed his sign, "Me, Too."

"The Chink must have been working for the railroad," commented one of the officers from the executive department. "We've got a lot of 'me, too' birds on the railroad."

He Was Willing

A Western governor had lost one of his colonels, and there was an unseemly scramble for the office, despite the fact that the colonel's body was awaiting burial. One of the ambitious candidates went so far as to call upon the executive and ask: "Governor, have you any objections to my taking Colonel Smith's place?"

"No," the governor replied complacently. "I have no objections if the undertaker is willing."—*The Country Gentleman.*

The Perfect Family

"They're very unusual people."

"That so?"

"Yes, indeed. Even the neighbors are satisfied with the way they are bringing up their children."

Bad Water

During the recent A. R. E. A. convention in Chicago, several Illinois Central System water service foremen were discussing the quality of boiler waters at various points on the system, particularly with regard to the foaming of locomotives through the use of certain waters. Several instances had been cited when Henry Brannan of the Memphis division capped the climax by relating an incident which he claims occurred from the use of the water formerly used as a locomotive supply at Ruleville, Miss.

According to his story, several years ago the Hagenbeck-Wallace Circus was being handled over the Yazoo & Mississippi Valley en route to Greenwood, Miss. The train was made up with one of the elephant cars next to the engine, and when a stop was made at Ruleville for water the elephant put his trunk through the open end window of the car and also filled up with the Ruleville water. All went well until the circus people attempted to march the elephant in the parade, when it was found that the elephant foamed so badly that they had to set him out in an alley.

The meeting adjourned with honors in favor of the Memphis division.—C. R. K.

No Discouraging a Radio Bug

A radio enthusiast was "listening in" when the announcement came that the next selection would be "Three o'Clock in the Morning." He closed his machine, set his alarm clock for 3 a. m., and retired.

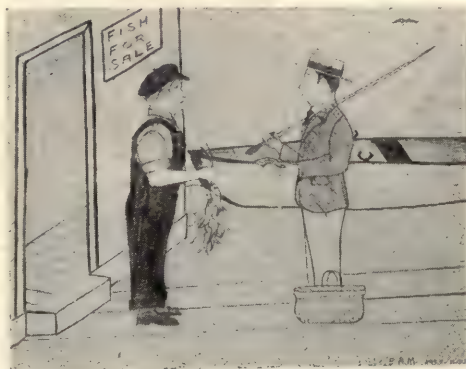
Probably Correct, at That

A cow was killed on the railway right-of-way. The section foreman was called in to make out a report of the stock killed. He came to this question: "Disposition of carcass?" After a few minutes' thought, he could only think of these words: "Kind and gentle."

Perfectly Reproduced

Up at our boarding house there are two children, a boy and a girl. The boy is the living photograph of his father, and the girl is the very phonograph of her mother. —*Ohio Sun Dial.*

The Fisherman



Behold the fisherman!

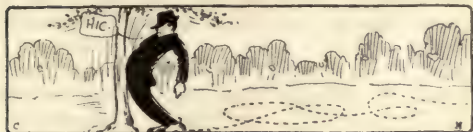
He riseth up early in the morning and disturbeth the whole household.

Mighty are his preparations.

He goeth forth full of hope, and when the day is far spent he returneth, smelling

of strong drink and the truth is not in him.
—Selected.

Too Dense for Him



Jones had planted a young tree on his front lawn. Several days later, on returning home late from a stag party at which the wine flowed freely, he entered his yard and ran into the tree; on regaining his balance, he made a second attempt and hit the tree again; the third attempt to reach his door met with the same result. Finally, worn out, he took off his coat, sat down and said resignedly: "Until my head clears up, it's no use trying to get out of this dense forest I've wandered into."—F. MCS.

Heads I Win—Tails You Lose

A fellow with an overload of hooch skinned his face while crossing a railway track. He lost no time in looking up a notorious damage suit lawyer.

"I'll take your case on a contingent fee," said the lawyer.

"And what's a contingent fee?"

"I'll tell you. If I don't win your suit, I get nothing. If I do win it, you get nothing."

He got the case.—T. T.

Pat and His Annual Pass

After boarding train No. 120 at Decatur, Ill., I located myself in the smoker and noticed just across the aisle an old gentleman, whose general appearance indicated that he represented that type of track laborer who was the pioneer section man and, in fact, the man who furnished the labor that built our railroads. The old gentleman was enjoying a smoke from a much worn short-stemmed clay pipe.

When the conductor called for tickets, Pat handed him an annual pass, which the conductor looked at very carefully. Then the conductor, with a smile, said to Pat, "I would like to know what right you have with an annual pass."

Pat turned his face to one side and, with his Old Country brogue, replied: "Look here, sor; if I haven't the right to that pass there never was a mon on earth

that did have the right, for it took me just forty-seven years to get that, sor, and I am going to prove my right by using it just whenever I please."

The conductor smiled and left the car, but in a short time returned and said, "Pat, I forgot to ask you where you were going."

Pat replied, "Sure, sor, I am going until I get tired, and then I will get off and come back."

Scenting an opportunity of hearing some genuine Irish wit, I mentioned to Pat that it must be a great and generous railway company that would think so kindly of its old, broken-down employes by giving them a pension and at the same time providing them with annual passes, good to travel over the entire system.

At this point Pat took his pass from his pocket and said: "Look here, sor; do you know that I think more of that little card than I do of the money that is sent me each month for pension? I would say to you, sor, there is genuine recognition in that card, sor, for it places me on an equal footing with the president of the road, sor. The only difference is that the president has an office car, and I would have no use for that. I can say, sor, that I do think well of this great railway company, and many is the time that I am enjoying the privilege of riding over the very track, sor, that I helped to build a great many years ago."—J. H. L.

New Typewriter Oil

The new stenographer determined to make a good impression. She turned up half an hour early and began tidying up the room. When that was done she discovered her typewriter was in a shocking condition, found a bottle and gave it a thorough oiling. Then she oiled all the other typewriters in the office. There is nothing, she thought, like making one's self indis-



Chasing Some Trouble on the Iowa Division, I.C.R.R.

Drawing by E. R. McCullough, signal maintainer, Iowa division, called to our attention by R. D. Ashley, signal inspector, Chicago.

pensable! Her chief arrived. He looked around with an air of satisfaction and crossed to the mantelpiece. Then his smile changed to a frown.

"Miss Smith," he said, "have you seen my cough mixture?"—*San Francisco Examiner*.

"One Good Turn—"



"Hoo is it, Jeemes, that you mak' sic an enairmous profit aff yer potatoes? Yer price is lower than any ither in the toon and ye mak' extra reductions for yer friends."

"Weel, ye see, I knock aff twa shillin's a ton because a customer is a freend o' mine, and then I jist tak' twa hunert-weight aff the ton because I'm a freend o' his."—J. M. M.

This Isn't Said of Us

The train, as usual, crawled along—you know the line—and then stopped dead.

"Conductor," shouted a jovial passenger, "may I get out and pick some flowers?"

"Afraid you won't find many about here," said the conductor, good humoredly.

"Oh, there'll be plenty of time," commented the jovial one. "I've brought along a packet of seeds."

Why the Train Waited

This occurred at Vicksburg, Miss., recently as train No. 12 was almost ready to pull out.

A belated passenger, a negro woman, hurried into the baggage room with a crate full of poodle dogs and had it checked. While a porter was carrying the crate to the train the bottom fell out, and the frightened animals scattered in every direction. The woman, seeing the dispersion of her pets, set up a wail that would have awakened the dead. The passengers piled out of the coaches to find out the trouble.

"Save my sweet babies," she cried in grief. "Save my darlin' little poodle dawgs!"

The response was general; everybody seemed willing to help the poor woman in her distress. The baggage agent, the porters, the passengers and the police started after them. Trainmaster F. H. Anderson, despite his considerable avoirdupois, joined in the chase and succeeded in capturing one under the baggage car. The rest were soon rounded up, biting viciously at their rescuers.

In the meantime, the crate had been repaired, and the poodles were safely nailed up again and put in the baggage car. The hysterical woman was profuse in her thanks and invoked many blessing on the heads of those who so cheerfully came to her assistance.

"I never saw a woman in distress that I wouldn't take the shirt off my back to help her!" exclaimed one fellow dramatically, as he boarded the train. Many believed he meant it.—T. T.

The Honesty Which Is Policy

"Yessuh, I's done proved dat honesty is de best policy, after all."

"How?"

"You remembers dat dawg dat I took?"

"Shore, I remembers."

"Well, suh, I tries fo' two whole days to sell dat dawg and nobody offers more'n a dollar. So, like an honest man, I goes to de lady dat owned him an' she gives me \$3.50 for him."

Saving the Bait

One Sunday after church a negro pastor of a small Southern town saw the deacon of the church take a coin from his pocket and substitute it for a larger coin on the "plate."

The parson asked, "What's yo' doin', Rastus?"

The deacon answered, "I'se takin' out my 50-cent piece dat I'se stahted de collection wid fo' five years."

SUSIE SEZ—



in this country. We could do it when our national life was threatened by war; then why can we not do so when it is threatened by a great industrial crisis, such as will come unless railway credit and finances are stabilized?

Our great trouble lies in the unfortunate fact that there are too many well-meaning agencies, causing duplications and acting at cross purposes, trying to handle the railway situation. What is needed more than anything else is a properly organized, well-balanced, fair-minded group of men, selected on account of their proved worth and ability to do things and accomplish real purposes, to whom would be entrusted the problem of reorganizing and re-financing the roads. We would have no financial difficulties with this problem undertaken and carried out in the broader sense by the re-establishment of credit, which cannot be done with securities in their present unstable condition. Right here let me again stress the point that all semblance of partisanship, bias and preconceived ideas would have to be excluded; practical men must go into this question with only one purpose in view, and that the good of the country by the rehabilitation of the transportation lines, at the bottom of which seem to rest the principal financial difficulties. Capital, labor, management and the public should be treated fairly, but neither should have the advantage over the other or the whole.

Employees Respect Managements

In passing let me set at rest any thought that the managements of the railroads are held in disdain by the railway employees or that there is any great friction between the two. The most cordial relations exist and the most wholesome respect and good will is entertained one for the other. In most instances the operating officers of the various lines are promoted employees who have come up through the ranks. There is today, insofar as we are concerned, no trouble of any kind with the management, neither is there any friction; so you may be assured that industrial peace is everywhere apparent insofar as the railroads and the transportation employees are concerned. This, then, seems to be the time when we can and should discuss the general subject. When we are so free from any questions of dispute between the two, we should act. I am firmly of the belief that were a movement started actively now we could depend upon the almost unanimous support of the employees to such a movement. We are all tired of strife. Let us then have peace, peace by

right, not by might nor through temporary advantage, but by justice, and justice can never be administered unless it is based on right.

I understand your body has taken up the transportation problems in a systematic way with the object in view of studying the whole question. Committees have been selected and are now planning and studying this subject. This is very commendable and is almost certain of good results. Caution should be taken against haste in outlining the final decision. Just so the plan is completed before the Congress convenes, provided legislation is necessary which is doubtful to any extent—seemingly this is all that would be necessary, the thought being to do the job while at it. The committee of which I am a member is proceeding very carefully and cautiously. It has been my good pleasure to work with the Chamber in the past, and I know what a wonderful influence it has, and for that reason when the program is completed it should have the very best thought and mature judgment possible. The Chamber, it is understood, has pretty generally covered the field of thought in the selection of committees, has adopted a most liberal policy in the ascertainment of its ground work, and in this seemingly the best judgment has been exercised, which coincides with my views as to the proper methods to be employed in arriving at an ultimate solution.

The further thought desired expressed is in connection with the amount of money and energy expended in presenting to the public not so much the virtues of any particular group or interest in the transportation business, but rather that expended in setting forth the shortcomings of either one or the other. For example, if the amount of time, money and printer's ink wasted by the railroads and the employees in telling of the mean things the other was capable of doing, to which could be added the efforts of other bodies and organizations in taking sides with either of them, had been put into the railway business we would be far along the road in the adjustment of our difficulties. The sooner we realize that we can be each other's best friends and most helpful aids or that we can be the most harmful enemies, the better off we will be. In days gone by, supposedly, we have been at each other's throats so much, while in reality it has been so little, that people generally think what we have said about each other is true.

Need More Work for General Good

Encourage us to respect each other, to work together and railroad together for the general good. Teach us to spend less time and finances in preparing for war between ourselves and to devote it to our mutual

good, which becomes the general good. Set before us the example of mutual good will and wholesome regard by treating us both alike, fairly, firmly and justly. The railroads are all right, and the employes are likewise. What we need is help to rid the industry of the Reds on one hand and the Bourbons on the other. It would be soon accomplished if encouragement was not given by the public to those harmful elements. No better place could be suggested in which to start this movement than in your Chamber, with its many branches extending to every section of the country.

We were to spend less time in agitating the public mind toward the enactment of compulsory arbitration laws and other stringent regulations of the railroads and more time in educating the public to an appreciation of the fact that the railroads and their employes need sympathetic assistance in their efforts to furnish transportation, we would be a quarter of a century advanced in less time than we could imagine. It is not meant by this that the railroads and their employes should be turned loose to do absolutely as they please. However, it is believed by many that if they were given the opportunity they would do a far better job than is now being done, hampered as they are by present restrictions. All should be broad enough, however, to admit the mistakes already made and show a willingness to rectify them for the future.

A word should be said as to salaries and wages paid by the railroads as compared with other industries, for the reason that it may have some bearing on the trend of thought of a great many in discussing the financial problems of the railroads. Name any other industry or corporation, in which so much is invested, where the responsibilities are as great as those of a president or other high operating official of a large railway system, and compare its officers' salaries with the salaries of these railway officials for the proof of the reasonableness of railway salaries. Consider the skill required, the hazards of employment, the discipline, the physical requirements, length of industrial life and responsibilities, in connection with the wages paid railway employes in comparison with the same conditions and wages of employes in any other industry, and you will readily see that railway employes are not overpaid. Usually in considering this phase of the subject the aggregate amount of wages and salaries paid is considered without regard to the vast number employed or the magnitude of the industry. When we consider that the railroads carry virtually all the raw materials and finished products of industry and in addition thereto transport the peo-

ple from place to place, we begin to see that no other industry is comparable. This of course, points again to the effect that proper and adequate railway finances have on the general welfare of the country at large.

Farmers Have Been Misled

The farmers and rural inhabitants have been greatly misinformed with regard to railroads and more especially as to railway finances. The average rural inhabitant has been importuned to believe that the railroads are gigantic monstrosities, that the railway employes are the reddest of the Reds, and that these two are taking away from the farmer everything he possesses. We might retaliate by claiming that during the last few years we have had sufficient cause to believe there were others, especially when purchasing from the markets. The 8-hour day was held up to the farmer as a gigantic steal on the part of the railway employes. They were told that farmers could not get an 8-hour day and that the railway men should not have one. Large sums were spent in miseducating rural people along these lines which could have been more beneficially spent in telling these people of the danger incident to the railway business and the urgent importance of having shorter hours for the men who operate trains. It seemingly would have been the wiser thing to have spent the amount that was spent by both the railroads and the employes in the 8-hour movement in educating the people that it was right in principle and that the public should meet this obligation in the spirit of fairness. This was not done, however, and as the matter now stands there are a great many of the public who believe the bad things that each side said about the other; therefore we are all reaping the harvest of ill-advised sowing. These questions should have been determined on the basis of justice, and when the proper conclusion had been reached it should have been presented to the public by the parties jointly. A great deal of good can be accomplished by the railroads and their employes going to the rural communities with a joint appeal for fair dealing for the transportation industry. Just why we have not done this is a mystery, answerable only in one way, that outside interference has driven the employer and employe farther apart instead of closer together. It should be made known to the rural inhabitants that the railroads and their employes must live; and the false theory should be exploded that they are robbing the farmer. Do this and you will have gone a long way in your campaign of education, and incidentally will have

done much to assist in financial readjustments.

Importance of the Press

The press of the country can be a most potent factor in bringing about a proper adjustment and stabilization of railway finances. Unfortunately it has been too often used in an extreme partisan way. It has been used both for and against the railroads and the employes on general principles. It would have been so much better had the power of this agency been used in stating nothing but the whole truth for all these years during which this partisan agitation has been going on. Were we to agree that henceforth all the railway problems would be passed upon fairly and seek the aid of the press of our country in presenting these facts to the public, how great an influence we would bring to this program. It is worth while to start a movement of this character at the earliest possible time, and I firmly believe we will have the strong support of the public press. Imagine if you will on tomorrow morning and again tomorrow evening all the leading newspapers in the United States carrying headlines announcing that the railway owners, the railway managements and railway employes, assisted and supported by the business organizations of the country as represented through the Chamber of Commerce of the United States, had agreed that a plan of reorganization and refinancing was necessary and that it was the purpose of these interests to see that railway securities were stabilized, that railway employes were to have proper wage adjustments immediately and that the aid of the public press, the Congress and all the people was urgently requested to make this movement effective. You would see a revelation in the turn of public sentiment toward these problems.

It is worth trying—who will start the movement?

The best cure for so-called radicalism is effectively to remove the cause, just as the best cure for disease is to starve the germs causing the trouble. The Reds have been furnished more food by the way the railway situation has been handled than by any other one thing in this country. It has been well known for years that the radicals of this country and of Canada have had as a slogan, "Capture the railway operatives, and we will dominate the general situation." They obtained the aid of some of the workers in Canada and caused considerable embarrassment a few years ago. A wave of outlaw strikes spread over the United States in 1920 among the railway men, which were checked only by the most stringent methods being adopted by the leaders in the regular organizations. What

was the watchword of these people? "One Big Union, one for all, all for one. We will free the railway workers and take over the properties." No sooner had this been suppressed than the legitimate organizations were held up to public ridicule to the extent of being called Reds when they protested against wage injustices. Of course, you may see what has happened and judge the future accordingly. Now it would seem that the things that should appeal to the average man are to remove both the financial and industrial shortcomings and place the railroads and the employes on a proper basis and suppress all the agitators' propaganda. It can be done and should be handled at once.

A Chance for the Banker

None are so close to the people of America as our bankers. Not even the family physician or our private attorney can approach the nearness with which the banker approaches the pulse of the people. He is the one man above all others who should sense the dangers ahead of us in the transportation industry, and we may safely assume that he does. It seemingly would be most commendable were the organized bankers to take an active part in readjustment of railway securities and in placing this industry on a sound financial basis. It appears that it would be a wonderful thing were a group of investment bankers to be assembled and entrusted with the duty of freeing the railroads from speculation and any semblance of watered stock, even were it necessary to retire a large amount of stocks and bonds outstanding and to re-issue in lieu thereof sound securities at the proper value instead of the larger amount at varying values. Just how much legislation, authority or red tape it would take to assure the success of such a project is questionable. By this suggestion is meant that through a re-issuance of securities the real value would be known and not a speculative or theoretical value. This would put the securities of the railroads on the market and insure their soundness. Even if this result were not obtained, it would at least set at rest the charge of overcapitalization and watered stocks that has been generally indulged in during the last quarter of a century. What is urgently needed is financial confidence in railway investments such as could be readily recommended by our bankers to widows, orphans and insurance beneficiaries. A plan looking to this end, in my judgment, should be undertaken or at least properly considered.

Considerable has been said regarding the great number of bills that are being introduced from time to time in Congress and the state legislatures affecting the rail-

roads, many of which are introduced at the solicitation of railway employes and others at the solicitation of the railroads themselves, having as their object the limiting or restricting of the activities of railway employes or others. This we may reasonably expect to continue unless and until a more thorough understanding is had by all parties concerned and unsafe conditions of employment and many other ills are disposed of through mutual negotiation and understanding. Legislation is generally expensive and a burden upon the railroads, as well as others, which could to a great extent be eliminated if the financial conditions of the railroads were on a sound basis and many subjects that are now dealt with by legislative bodies were handled in a business-like manner. Right here, may I add, is a field in which a great work can be done, and it is hoped that the importance of a movement of this kind will be approached by the parties at interest at the earliest practicable time.

In conclusion may I again thank you for your patience and the cordial manner in which I have been received, with the hopes that what has been said will be taken in the spirit in which it was given—that of one who desires to be helpful and hopes to see the railroads of this country placed upon the best financial basis possible that will be adequate to take care of the needs of the country and at the same time deal justly with all.

Empty hours lead to an empty head and an empty head leads to empty pockets.—*The Watchman.*

THE STEADY GRIND

The fellow who knows how to grind gets there in the end.

Some people are always looking for sky-rockets. They believe human affairs are guided by the genius of luck. They believe in a Santa Claus for grownups. They believe in waking up some morning and finding themselves wealthy, famous and powerful. But the chariots of fire never appear. The golden lands that lie at the end of the rainbow are never reached. Across their firmament the meteors of great success never flash.

If there is anything that a well-balanced man of more than thirty ought to know, it is that genius is generally nothing but hard work disguised in fancy clothes.

It's the steady grind day after day in the face of ups and downs that makes a fellow's dreams come true.

Constant application, persistency and dogged determination are the qualities that win at last.

Shaking dice with fate is a fool's game. History records the victories of no man who was not a day laborer in life's harvest field.

Good luck is the rarest flower that blooms, and it blossoms mostly in the gardens of imagination.

If your rival is a steady grinder, look out for him.—*Selected.*

The best place to build an enduring monument to one's self is not in the graveyard at the journey's end, but in the hearts of our fellow mortals.—*The Watchman.*

NEWS OF THE DIVISIONS

GENERAL OFFICES

General Freight Office

James Fort Forsyth, grandson of Colonel Robert Forsyth, deceased, formerly general freight agent of the Illinois Central, is back in Chicago after six years at North Muskegon, Mich. Mr. Forsyth is the son of Wallace Forsyth, the youngest of Colonel Forsyth's four sons, and is president and general manager of the Forsyth Publishers' News and Feature Service. Forsyth, Ill., a town developed by Colonel Robert Forsyth and named for him, is served by the lines of the Illinois Central. It is about ten miles from Decatur, Ill.

Office of Auditor of Freight Receipts

E. R. Reha, chief clerk to the auditor of freight receipts, took a trip to Cuba last winter. On his return he mentioned first of all "the unusual comfort derived from the excellent equipment and the spirit of courtesy pervading the service of the Seminole Limited, giving the passenger that feeling of being at home.

One Hundred Two

"It was like a summer's day when our train reached St. Augustine," he wrote, "the oldest city in the United States, where I looked with interest at the quaint old houses, the narrow streets and the beautiful beach. I also took a trip on the ocean and visited old Fort Marion, with the maiden-hair ferns clinging to its walls.

"I saw also the 'Fountain of Youth' and the drinking of several cups of it does make one feel like a new-born babe. I visited large orange groves before whose entrance stand as sentinels large trees laden with hanging moss; there are acres of pecan trees and what seem like miles of fruit trees of every description. I saw lemons that weighed in excess of two pounds.

"We came to Palm Beach, noted for its wonderful beach and
Illinois Central Magazine



E. R. Reha

many handsome hotels. At Miami, known as the Los Angeles of the south, I basked in the sun at a temperature of 75 degrees.

"On the way from Miami to Key West, I passed immense orchards, where grow the orange, grapefruit, coconut, lime, lemon, banana, etc. Here is the largest tomato farm in the country, where millions of tomatoes are gathered for shipment to Northern markets.

"The train passes over the Keys, a most wonderful piece of engineering, where miles of concrete construction connect Key West with the main land.

"At Key West we had the choice of a trip by sea-plane or boat to reach Havana, Cuba, ninety miles away. I took the boat trip and saw many 'sea pets' on the way, such as sharks, flying fish, etc., and landed in Havana in time for dinner and a sight-seeing trip by night to the many places of interest, including the famous Casino."

Office of Assistant to the President

Miss Edith Dahlgren, secretary to H. B. Hull, assistant to the president, resigned May 15 to be married June 9 to C. A. Douros of Chicago. Friends of Miss Dahlgren in her own and other general offices held a luncheon-shower for her Monday, May 14, in the dining room of Central Station. The table was decorated with red roses and narcissus, and dainty cards, artistically lettered by C. B. Medin, *Illinois Central Magazine* staff artist, marked the places of the guests. After the luncheon Miss Dahlgren was presented with several handsome and useful gifts, and the group adjourned to Grant Park to have pictures taken. Miss Dahlgren and Mr. Douros will be mar-

ried at the home of the bride's sister, Mrs. Joseph Askounis, 1550 North La Salle Street, Chicago, and will make their home at 4303 North Lincoln Street, Chicago. Miss Dahlgren entered the service of the Illinois Central System September 1, 1910, and has worked for Mr. Hull continuously since July, 1911. Her sister, Mrs. Askounis, was formerly employed in the claims and law departments of the Illinois Central.

CHICAGO TERMINAL

E. C. Harper

Chief Accountant

Randolph Street Station

(H. E. Bragg)

Mrs. Marion (Quinlan) Pressler's death on April 10 was a great shock to all fellow employees at Randolph Street and other points on the Chicago terminal where she had been employed. Mrs. Pressler entered the service of the Illinois Central at Burnside October 13, 1909, as stenographer and was transferred September 1, 1911, to Randolph Street, where she was employed at the time of her death. Funeral services were held in Lain's Undertaking Chapel, Thursday, April 12. Local employees of the passenger service department and several employees from Burnside attended the funeral. Burial was in Oakwoods Cemetery.

Joe Keating, night chief clerk at Randolph Street, mourns the loss of his wife, who passed away April 27 after a long illness. Funeral services were held at his home April 30. The body was taken to Mount



Party at luncheon-shower for Miss Edith Dahlgren at Chicago May 14. Left to right: Miss Jean Collar, general freight department; Mrs. Lucy Rymko, office of assistant to the president; Miss Florence Stevens, law department; Miss Belle Ross, office of assistant to the president; Miss Olive O'Reilly, law department; Miss Nan Carter, law department, Home Division editor of the *Illinois Central Magazine*; Miss Catherine McGuire and Miss Dahlgren, office of assistant to the president; Mrs. Ada Howe, accounting department; Miss Nellie Hartley, law department; Miss Helen Cullen and Mrs. Lena Bovaro, office of assistant to the president.



Mrs. Frances Griffin Hergenrother, employed as stenographer in the office of the engineer, maintenance of way, recently resigned her position to take care of her home and hubby. On her last day in the service, while Frances was out of the office at the lunch hour, her friends decorated her desk with useful articles of kitchen equipment. The accompanying picture shows the gifts which she received and some of the young women who arranged the "10-cent" shower. Left to right (standing) they are Theresa Christmann, Anna Kopcha, Mrs. B. J. Ross, Meta Sharp, Phyllis Schuler, Mary Balderson and Marie Lynn. Mrs. Hergenrother is seated in the center of the group.

Greenwood for burial. Mrs. Keating is well remembered by a great many friends and fellow workers of Mr. Keating.

Charles O. Brussow, chief clerk, was called away by the death of his mother on May 3 at Allegan, Mich. Mrs. Brussow is well remembered by fellow workers of Mr. Brussow.

Central Station (C. Y. Kenny)

Baggageman S. E. Brennenam of the Illinois division has returned to work after being off duty since December 27 with typhoid fever.

ILLINOIS DIVISION

Iva Phipps

Office of Superintendent

Work is under way on the track elevation at Champaign, under the supervision of O. T. Dunn, assistant engineer in charge of the new station work.

W. L. Phillips, instrumentman, is confined to the Illinois Central Hospital at Chicago with an infection of his eyes. Reports are that he is getting along nicely.

B. W. Harrington, secretary to Superintendent F. R. Mays, now comes to work in a new 4-door sedan.

To show what can be done by train crews in keeping trespassers from trains, Conductor Wildman and Brakemen Stevens and Egan on extra No. 2980 north from Centralia, May 6, put forty-two negroes off their train at Odin, the first station north of Centralia.

Thomas O'Byrne, timekeeper in Superintendent Mays' office, was absent from duty Wednesday, May 10, on account of the serious illness of his mother, who was taken to St. Mary's Hospital, where she underwent an operation. She is reported as doing well.

One Hundred Four

Superintendent Mays, accompanied by Trainmaster Stanford, Roadmaster Downs and Water Service Foreman Meskimen, made a "get acquainted" trip over the Bloomington-Pontiac district May 4.

The following Illinois division representatives visited Hot Springs, Ark., during April: Pete Wells, A. B. Benard, J. J. Carroll, Dr. B. F. Flanigan, Doctor Ennis, E. M. Winslow, J. P. Burns, J. Clancy, W. Rosenbaum, J. Schlacks, N. Schilling, Dennis Ryan, William Clark, Mr. and Mrs. Thomas Murphy, Mr. and Mrs. J. P. Mallon, Mr. and Mrs. J. J. Ryan, Mr. and Mrs. H. B. Jacks, Mr. and Mrs. Fred Englett, Mr. and Mrs. William Weatherhead, Mr. and Mrs. C. H. Draper, Mr. and Mrs. J. Daugherty, Mr. and Mrs. William Axen.

Freight Station, Kankakee, Ill. (J. M. Purtill)

Superintendent F. R. Mays and Trainmaster J. T. Stanford made the office force a pleasant visit on May 1, and on May 8 accompanied General Superintendent G. E. Patterson to Kankakee, where Mr. Patterson renewed old acquaintances. The party departed on No. 1 for Champaign.

Mr. Puig and Mr. McGowan of Mr. Richmond's office checked the Kankakee freight office and warehouse on May 3 and 4 and found one or two minor exceptions, which were merely oversights in the records. The freight in the warehouse checked OK with the billing in the

cashier's case, every shipment being covered with a proper freight bill or over-report.

George Wulff, section foreman at Kankakee, has resigned to accept a position as city street commissioner under a new administration.

John F. McCarthy, bill clerk, is no longer riding the street cars, for he is the proud possessor of a new 4-door sedan.

Arthur Cryer, collector in the agent's office, has accepted a position as switchman in the Kankakee yards.

Mr. and Mrs. Arthur Cryer are the proud parents of an 8-pound son, Edward Arthur, born March 31.

Office of Supervising Agent (H. Kabbes)

The March "No Exception" campaign was a wonderful success on the Illinois division. Out of eighty stations, seventy stations checked 100 per cent, ten stations and train crews being responsible for seventy-eight exceptions charged against LCL shipments, compared with the same month last year, when 123 exceptions were charged, showing a decrease of 45, or 36½ per cent. In March, 1921, the Illinois division was responsible for 189 exceptions on LCL shipments.

This would indicate that exceptions have been given considerable attention by all concerned in the handling of station work, and this wonderful success was accomplished by the proper checking and handling of LCL freight by station forces and local train crews.

Only three exceptions were charged for the month of March against carload shipments on the Illinois division, the following commodities being responsible: ice, stone, tile.

Out of 1,829 cars of grain loaded during March on the Illinois division, not a single exception was issued against carload shipments of grain. All agents and

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Get-together meeting of shopmen, Champaign, Ill., May 7

others having to do with inspection of grain cars before loading are to be congratulated on this accomplishment.

Shops, Champaign, Ill.

The get-together meeting of the Associated Shop Crafts of Champaign, Ill., held in the Illinois Central

Labor Hall on Monday, May 7, was a great success. More than fifty guests were present from Mattoon, Ill., as well as many from Chicago, Burnside, Kankakee, Clinton, Centralia, Freeport and other points on the system. The committee in charge included Clarence Baum, machinist; Edward Coffey, machinist; Thomas Fogerty, machinist; Charles Blake, carmen. W. M. Graham, local chairman of Machinists, Helpers and Apprentices of the Illinois division, acted as chairman of the evening. Owing to conferences in Chicago, a number of officials who were on the program for talks were unable to be present. A fine cafeteria lunch was served during the evening consisting of numerous varieties of sandwiches, ice cream, pickles, soft drinks and plenty of cigars. A general good time was reported by all present, and an invitation was extended to a similar meeting at Mattoon in the near future. The program included: Selection by Illinois Central Orchestra, Clarence Baum, leader; toe dance, Elizabeth Miebach, accompanied by Mrs. Miebach; Russian dance, Lucile Coffey and Marion Geherke, accompanied by Mrs. Miebach; Selection by Illinois Central Orchestra; talk, A. G. Fleck, general chairman of the Carmen's Association, Freeport, Ill.; Oriental dance, Frank Houser Mattoon, Ill.; talk, A. Wettergren, Chicago, general secretary-treasurer of the Carmen's Association; selection by Illinois Central Orchestra; "Our Association," J. J. Dauphin, Chicago, general chairman of the Machinist, Helpers and Apprentices; "Courtesy," A. R. Dori, Chicago, general chairman of the Sheet Metal Workers; Irish jig, Frank Cleary, Kankakee, Ill.; "Co-operation," George Turner, Chicago, general secretary-treasurer of the Boiler Makers; Hungarian National Hymn, Frank Chanitos, Mattoon, Ill.; talk, J. R. McGrew, general chairman of the Electrical Workers, Champaign; talk, George Brotherstow, Centralia, district chairman of the Machinists; talk, W. H. Donley, general foreman, Illinois Central Shops, Champaign. Others called upon for impromptu talks were Mr. Sprague, Mr. Wallace, Mr. Paxton and Mr. Walker of Mattoon and Carl Kagann, George Brosher and Clarence Baum of Champaign.



Snapped at Hot Springs, Ark. At left, Engineer L. L. McHugh, formerly of the Chicago district of the Illinois division, now in service with the Chesapeake & Ohio; at right, Engineer Pete Wells of the Illinois division, now on runs with Nos. 17, 18, 19 and 20.

June, 1923

INDIANA DIVISION

Florence McShahe

Secretary to Superintendent

On the Line
(G. H. Danver)

W. C. Johnson, general foreman at Evansville, Ind., and Mrs. Johnson departed May 4 for Cherokee,

One Hundred Five

Iowa, to attend the funeral of Mrs. Johnson's sister, who died suddenly.

Dr. and Mrs. P. S. Griffith of Houston, Texas, were guests of Traveling Engineer Danver and family recently. Doctor Griffith is a successful oil operator of the southwestern states and has the record of never having drilled a dry hole for oil. He believes that Illinois is a wonderful prospect, and he may develop a field near Newton, Ill., at some future date. His method of location is by geology and chemical instruments.

Office of Superintendent, Mattoon, Ill. (Essie Reams)

Miss Essie Reams has returned to work after a two months' leave of absence, relieving Miss Mary Rein-schreiber, who substituted for her.

On April 15, the stork left a son weighing 7½ pounds at the home of N. R. Rigg, clerk at Robinson, Ill. The little one will answer to the name of Nil Rudolph.

Donald McLain of the accounting office has let the contract for a new 6-room modern bungalow.

Agent R. M. Dalrymple of Oblong, Ill., accompanied the body of his uncle, R. B. Dalrymple, who passed away May 4, to Pittsfield, Pa., where burial was made.

Office of Roadmaster, Mattoon, Ill. (Bonnie Snorgrass)

Fred Jackson, formerly section man on the Peoria district, has been awarded the position of assistant division gardener. The premises are showing a decidedly improved appearance from day to day.

C. L. Rager has resumed work after a month's absence on account of illness.

Lon Sylvester has entered the Illinois Central Hospital at Chicago.

The following persons were among those who attended the funeral of H. H. Cordier (formerly supervisor on Mattoon district) at Mattoon, Ill., April 29: From Mattoon district—Miss Blanche Skelton, Fred Gammill, Walter Rarden, Elmer Scott, Harry Greeson, Horace Coble, William Fulfer, George Fulfer, Noah Aten, Oscar Chapman, Earl Mullen, Robert Allen, John Allen, Phillip Resch, Winfield Koontz, Ed Fegrenbacher, Henry Spiker, Lemuel Clark, William McLaughlin, Raymond Nicholas, Lee Jackson, Sherman Harper, George Kurtz, Ed Grenninger, D. W. Sanders, Alonzo Harris, Harry Huchel, Victor Gaede,



Employees of the Revising Bureau, Indianapolis, Ind., standing, left to right: Joseph Sauer, Ralph Miller. Sitting, left to right: Earl Hensley, Frances Watson, William Turner.

Ralph Voight, Mimrod Mathews, Albert Gaede, Oliver Marshall, John Yates, R. E. McKibben, Lee Jones, Herbert Hoover, M. Snodgrass, John Jones, L. J. Reynolds, Robert Gardner, Mr. Kenny, J. D. Beloit, John Sills, Allie Stallings, A. C. Krietemeyer, William Salwaechter, August Krietemeyer, S. L. Taylor, Nicholas Nagle, John Land, Mr. and Mrs. Henry Bowers, Charles Hazelton, Elmer Wolfe and Forrest Davidson represented the Effingham district.

Office of Chief Dispatcher, Mattoon, Ill. (W. C. Scott)

On May 5 Superintendent Roth, Chief Dispatcher Freigo and Supervising Agent Walker, in company with Local Chairman Richards of the telegraphers, met in Chicago and distributed the money awarded the operators by General Manager Pelley, which amounted to from 2 to 7 cents per hour, this being a general restoration of reductions made last January.

The automobile bug has been busy lately. New cars are being driven by Dispatchers M. W. Storm, P. G. Evans and L. L. Bosley, Car Distributor Werth and Supervising Agent Walker.

Operator and Mrs. Clyde Martindale of Warrensburg, Ill., are the proud parents of a son, Jack Edward, born April 20.

Car Distributor and Mrs. E. H. Werth have purchased a new home on Marshall Avenue.

Agent E. W. Miner of Hildalgo, Ill., has been assigned the agency at Dalton City, Ill., vice W. F. Barton, retired. Operator H. A. Douglas has accepted the Hildalgo agency.

Operator E. E. Randall, third trick "Q" office, Mattoon, has been off a few days on account of the serious illness of his grandfather; Operator Kirk has been the relief operator.

Business is still very good on the Indiana division, especially on the Indianapolis - Effingham districts, where considerable perishable freight is moving.

Many agents and operators are asking for vacations. As relief



Why our magazine is popular on the Indiana division. This picture was taken at Indianapolis, Ind. From left to right we see: J. A. Prendergast of J. F. Porterfield's office, Chicago; Florence McShane, our Indiana division editor; W. H. Rinehart, chief clerk to agent; Margaret Clifford, correspondent for magazine; W. Ward, agent, Indianapolis.

men are very scarce, difficulty is being experienced in relieving the men. A good relief agent on some other division who is not getting regular work could get regular work at the present time on this division by taking the matter up with the division officers in the proper manner.

Anyone having good pointers regarding golf should tender them to our superintendent and chief dispatcher, who are entered in the coming contests at the Mattoon Country Club.

Operators W. C. Scott and E. E. Randall from "Q" office, Mattoon, spent the day recently in Chicago attending the White Sox-Browns game. While there, they called on the boys in "X" office, visiting old friends and making some new ones.

Operator J. A. Lynch has returned from the Illinois Central Hospital at Chicago, very much improved. Mr. Lynch received a fractured knee several months ago when he fell on the ice while assisting a neighbor to carry out furniture from a burning home.

Office of Trainmaster, Mattoon, Ill. (Zella MacNair Rose)

On April 20 the Indianapolis, Ind., boosters were handled from Decatur, Ill., to Mattoon, where they were delivered to the Big Four Railroad. Their praises for the service from Decatur to Mattoon, also for the work of the Mattoon yard force, were lavish.

On April 20 fifty empty U. T. L. tanks were received from the Big Four Railroad at Mattoon, Ill., for Whiting, Ind. They left Mattoon on the Illinois division for Whiting, via Wildwood.

Conductor Don Butler of the New Harmony branch and Mrs. Butler have returned from a month's sojourn in southern California. Previous to joining Mr. Butler, Mrs. Butler spent three months in Tucson, Ariz., for the benefit of her health. They enjoyed California immensely, but Conductor Butler says it felt good to get back to Illinois Central rails again.

Mrs. B. E. Warren, wife of a brakeman, left May 4 for a month's stay in Storm Lake, Iowa.

Chief Yard Clerk John Wood has placed the honor button on Bill Severns, chief caller, as the fastest man on foot under load around Mattoon yard office. Bill looked out of the north window of the yard office one day recently and saw a lot of smoke around the windows and some coming from under the shanty. At that instant the city fire whistle was blowing; so he grabbed the fire extinguisher and lost no time in getting outside, when he discovered, to his chagrin, that the supposed smoke was dust which the maintenance of way men were raising, as they had decided to do a thorough job of cleaning up.

On May 13 Rubin & Cherry's circus train was handled from Evansville, Ind., to Peoria, Ill., being delivered to our line coming from Henderson, Ky.

Office of Trainmaster, Palestine, Ill. (Blanche Pugh)

Mrs. J. O. Lee, wife of a brakeman, has about fully recovered

from injuries sustained in an automobile accident April 15 at Indianapolis.

While flagging the crossing at Sullivan, Ind., May 11, Brakeman C. U. Foote was injured when he was struck by an automobile driven by Clem Allenbaugh of Sullivan.

Carl Jones, son of Engineer D. L. Jones, has accepted a position as machinist apprentice at Palestine shops.

W. T. Pemberton, agent at Bloomington, Ind., is visiting his parents and other relatives in Los Angeles, Calif.

A switch is being constructed to the Central Ice Company's plant, near the roundhouse. This switch will be used for icing refrigerator cars on through trains. The icing can be done with little delay to the trains, and this will speed up shipments of fruits and vegetables from the South en route to Eastern markets.

The *Palestine Weekly Register* recently had the following to say, under the heading of "Improving Railway Property":

"Gardener Milo Youngman has taken over the city's



Young women in Agent W. Ward's office, Indianapolis, Ind., with Agent Ward and Chief Clerk Rinehart. From left to right, back row: Mary Moriarty, Eleanor Stuckwisch, Helen Summers, Alma Hall, Louise Boersig, Frances Watson, Loretta Mock, Helen Wilson, Margaret Clifford, Olive Gibler. Front row, left to right: W. H. Rinehart, Ida Pollock, Irma Irrgang, Sadie Gold, Helen Semensky, Mabel Swearingen, W. Ward.



Men employed in the local freight office, Indianapolis, Ind. Top row, left to right: Lewis Ward, Clarence Riegar, Ray Benson, Ray Hasenstab, Hubert Kempe, William Nugent, Charles Lindsay, Ed Houseman. Second row, left to right: Emil Schmoll, Frank Arn, Oce Wall, James Young, Hugh Weaver, John Price, John Robinson, Paul Hulse. Bottom row, left to right: George Metford, William Rinehart, Paul Stiner. H. C. Noel, Ed Schneider and P. O. Apples were not present at time the picture was taken.

lot opposite the Illinois Central depot and is making a beauty spot of the plot instead of the eyesore it has been for several years. The lot belongs to the village and was at one time occupied by the municipal light and water plant. This was discontinued some years ago, and the building had fallen into decay. The accumulation of brick and stone from the foundation, which cluttered the lot, made it an unsightly, desolate-looking place and a poor recommendation for Palestine to travelers on passing trains.

"Through the efforts of local officials of the Illinois Central the village board has granted the railroad the privilege of making a flower garden of the plot. The village removed the rubbish from the ground and filled and leveled it with dirt taken from the excavations on the Grand Prairie and Pike streets pavement projects. The railway company then hauled two carloads of clay to the lot and scattered it over the ground so as to hold the moisture for growing plants.

"Gardener Youngman then planted a row of fine young maples at the rear of the lot, together with several kinds of shrubbery. The rest of the plot was then seeded down with grass. Posts will be placed around the lot close enough together to prevent driving through the grounds. Little more can be done to the property this year, but next spring the lot will be laid out and planted with flower beds, with a mould or ridge in the center with "Palestine" conspicuously displayed with growing plants, commanding the attention and commendation of the traveling public."

On Sunday afternoon, April 29, the body of Henry Cordier, track supervisor on the Mattoon district of the Indiana division, was laid away in Dodge Grove Cemetery, Mattoon, Ill., after funeral services were conducted at the Methodist Episcopal Church by the Rev. C. F. Buker.

In the death of Mr. Cordier, the Illinois Central lost a man of staunch loyalty and one who, before he became too ill to work, was a capable and efficient track supervisor. His heart was in his work, as was evidenced by the many attempts he made to return to it after he first became ill. On October 15, 1921, he decided to enter the Illinois Central Hospital at Chicago to take treatment for Bright's disease. After several months spent there, he returned home and resumed work April 1, 1922, but was able to remain only one day. That evening he was taken to the sanitarium at Olney, Ill., where he remained for several weeks. He then worked from October 1 until the first part of 1923, when he became seriously ill and had to give up. At that time the Pension Department granted him a pension. He gradually grew worse. On April 27 he passed away at his home in Mattoon, having received but one pay check as a pensioner.

Mr. Cordier was 52 years old. He was born in Calhoun, Ill., where he lived until five years ago. At that time he, with his family, moved to Newton, Ill., where he made his home until just about a year ago, when he took up his residence at Mattoon. For many years, he was in charge of the Mattoon district of the Indiana division, covering the territory between Mattoon and Evansville, Ind., where he made many friends, among the employes and people living along the line. He had the respect of the officers and the love and trust of the men under him. As one remarked, "If Henry Cordier had an enemy, I never heard of him." He was always welcome around the division offices, as he was one of those cheerful persons everybody is always glad to see.

He is survived by his widow; a daughter, Esther Nadine; a son, Robert Lee; his mother, Mrs. Caroline Cordier of Chicago; two brothers, Frank of Rockford, Wash.; and Ira of Crivitz, Wis.; four sisters, Mrs. Clara Hotchkiss of Pueblo, Colo., Mrs. Veva Jena of Chicago, Mrs. E. Williamson of Calhoun and Mrs. Anna Shelton of South Bend, Ind. He



Left, H. H. Cordier; right, Illinois Central emblem in flowers at his funeral

was affiliated with the Masonic lodge of Parkersburg and with the Modern Woodmen of Calhoun.

Among the many floral pieces that bespoke the loving thoughts of Mr. Cordier's many friends was one which was most appropriate. Many delicate flowers were woven into the Illinois Central emblem—a silent token from his co-workers on the road he had so faithfully served.

Office of Master Mechanic, Mattoon, Ill. (Flora Adrian)

A party consisting of Division Storekeeper A. E. Walters, General Car Foreman C. C. Powers, Paint Foreman G. M. Hosmer, H. L. Lemmon, clerk in the master mechanic's office, and Orman Walters (son of the division storekeeper) attended the annual fish fry given by the Illinois Central officials and employes at Clinton, Ill., May 7.

G. E. Leach, clerk in the office of the master mechanic, has accepted a position in Chicago with the Illinois Central.

Chief Clerk Clarence Wood is taking a ninety days' leave of absence. Clarence Plummer of Master Mechanic Bell's office is acting chief clerk.

A. D. Bullock, timekeeper in the office of the master mechanic, has accepted a position with the store department of the Illinois Central in Chicago.

On May 7, fifty-six of the Mattoon shopcraft members left in a special car on train No. 2 for Champaign, Ill., where they were the guests of the shopcrafts at that point. The evening was spent together in good fellowship, ice cream being served and cigars passed around. Talks were made by the chairmen. The Mattoon boys did their duty: Fred Hosmer, painter apprentice (who is adept in female impersonations of Oriental dances), did an Egyptian dance; Frank Chontos sang a Hungarian song; C. W. Sprague, W. A. Paxton and J. H. Sorenson made talks. All came home on train No. 9 well satisfied with the evening's pleasure. The Mattoon shopcraft members are decidedly in favor of these get-together meetings, and they suggest Mattoon be the next meeting place. They wish to thank the officials for the special car to Champaign, the committee at Champaign for the invitation extended and the courtesy shown the Mattoon people.

Henry Lemmon, clerk in Master Mechanic Bell's office, recently held the lucky number given by the Redmen's Lodge during their carnival which entitled him to a Ford car.

Agent's Office, Evansville, Ind. (A. W. Walling)

Miss Margaret Kunz, daughter of Agent C. C. Kunz, took a short leave of absence May 19. On Wednesday, June 6, Miss Kunz will be married to Marion H. Kraft, lumber broker of Evansville. Im-

mediately after the ceremony, they will leave for a short Western bridal tour.

Complimenting Miss Kunz, Mrs. Valeda Rothert recently entertained the girls of the local office. After a delightful evening at cards, Miss Kunz was presented with a gift of silver. The color scheme carried out was in pink and white, bridal designs being used in the decorations and refreshments.

Mrs. Pansy Ogle, who has been seriously ill for the last three months, is improving slowly.

Wesley Carter was appointed night yardmaster at Evansville May 10.

Yard Clerk and Mrs. A. F. Boutwell announce the birth of a son, Sunday, April 29.

Agent's Office, Indianapolis, Ind.

(Margaret Clifford)

Miss Alma Hall, formerly with the Monon Railroad, has accepted a position in the local office.

James Young, from the live stock agency of the Pennsylvania System, has taken a position in the O. S. & D. department.

Mr. and Mrs. George A. Mock, the parents of Miss Loretta Mock of the local office, held an informal reception April 27 in celebration of their silver wedding anniversary.

Some local talent was exhibited recently when Miss Helen Semensky took the part of "Dolly Dimples" in one of St. Cecelia's Dramatic Clubs' plays.

Now that the Moriarty family has grown up, it became necessary for them to buy a larger home, which is located in the northeastern part of the city. This will mean that Mary will have to get up earlier to maintain her "on time" schedule at our office.

H. C. Noel and P. O. Apple, cashiers, have purchased new coupes.

On Wednesday, April 25, the Indianapolis office had the pleasure of a visit from the Indiana division editor of the *Illinois Central Magazine*, Miss Florence McShane of Mattoon, Ill. The young women of the local office entertained by giving a "spread" at the noon hour. After a get-acquainted session, Miss McShane urged all to furnish material—articles, items, pictures, tips, etc.—for the magazine. Pictures were taken of our guest and the office force.



Daughters of Trainmaster E. N. Vane, Palestine, Ill., Indiana division: Left to right, Pauline, Beulah (Mrs. L. I. Lawler) and Helen.

June, 1923

Agent's Office, Mattoon, Ill.

(A. Gorman)

Bill Clerk William P. Woolridge has taken a several weeks' leave of absence on account of poor health. He has gone to Martinsville, Ind., for treatment. His position is being filled by Francis Sullivan, extra clerk.

Agent M. Dorsey has received word from his son, Blaine, who has been seriously ill, that he has fully recovered and is again at work. Blaine works for the Arizona Eastern Railroad at Phoenix, Ariz.

Chief Clerk Tony Gorman has purchased a residence at 921 Marshall Avenue.

Rate Clerk Dewey Woolen has purchased a residence at 1501 Edgar Avenue.

Frank Gorman, formerly employed as rate clerk in this office, but now employed as ticket clerk at Central Station, Chicago, was a visitor May 1.

E. T. Wall, checker, has returned to work after a thirty days' absence.

Harvey Sparks, employed as night clerk for the last five years, tendered his resignation to take effect June 1. It is Harvey's intention to go in business for himself.

SPRINGFIELD DIVISION

Della Morrison

Office of Superintendent

Miss Olive Draper and George Sheean were married at St. Louis, Mo., Wednesday, April 25. Mrs. Sheean is the daughter of S. C. Draper, supervisor of bridges and buildings, and is employed as a tonnage clerk in the superintendent's office. Mr. Sheean is an engineer on the Clinton district of the Springfield division. For the present they will make their home with Mr. and Mrs. Draper until their new modern bungalow in the 400 block on West Clay Street is completed.

Mrs. Helen Willmore and Miss Della Morrison entertained the young women of the station building at a miscellaneous shower in the latter's home Tuesday evening, May 9, in honor of the recent bride, Mrs. Sheean. There were eighteen present, and all reported an enjoyable evening. Mrs. Sheean received many beautiful and useful gifts.

O. D. Moore was called to Toledo, Ill., May 8 by the death of a relative.

Accountant R. Warrick is the owner of a new sedan.

Mrs. M. A. Hamm, wife of the manager of the Van Noy Company at Clinton, who has been seriously ill for the last few weeks, is much improved and has returned home from the hospital.

Trainmaster's Office, Clinton, Ill.

(Clara Hoyt)

A special train carrying members of the Illinois State Dental Association was handled from Chicago to Decatur, where a dental clinic was held from May 7 to May 10.

Conductors J. W. Potter and R. H. Watts and Brakeman J. E. Shepard attended the Kentucky Derby at Louisville, May 19.

C. M. Ruddell, yardmaster at Springfield, and Mrs. Ruddell are visiting friends in Washington, D. C.

A special train was handled May 1 for the accommodation of the members of the Parent Teachers' Association, from Chicago to Decatur, where a convention was held from May 1 to May 3.

Brakeman E. L. Jones has been commended for discovering a pair of angle bars broken at the heel of switch points at the north end of the siding at Sandoval, Ill., April 25. The section foreman was notified and repairs made immediately.

Brakeman and Mrs. Fred Brunner have left on an extended trip in the West. They will visit friends in Angus, Neb.

Four Springfield division brakemen have been lent to the Wisconsin division at Amboy on account of increased business.

A special train carrying inmates from the State

'One Hundred Nine

Hospital at Kankakee to the State Hospital at East Alton was handled May 1. The train was in charge of Engineer J. J. Bell and Conductor A. Flood over the Springfield division.

Many persons took advantage of the reduced rate excursion special from Springfield to Chicago May 12. The Decatur sleeper and one coach were taken in the train at Clinton. The train was in charge of Engineer J. C. O'Neil and Conductor J. J. Milan.

Chief Dispatcher's Office, Clinton, Ill.

(Gladys Westerholt)

The committee of dispatchers which toured the system arrived in Clinton at 1 p. m., April 16, and left at 4:30 p. m. for Champaign. While here the dispatchers visited the yards, roundhouse and other places of interest.

R. T. Ward recently relieved F. D. Plummer at Seymour for a few days.

Agent Swindle of Penfield was called to Memphis, Tenn., recently by the serious illness of his father.

Eva Gilliland, second trick operator at Maroa, has returned to work after an absence of about four months on account of ill health.

L. C. Grandfield recently relieved E. M. Williamson in "CO" office, Clinton, for a few days.

C. B. Troxell was called away recently by the death of his father. Morrison Gardner relieved him.

R. R. Hollis, train dispatcher, was called to Macomb, Ill., May 3 by the death of his brother, D. W. Hollis. D. W. Hollis was one of the instructors in the schools of Macomb and was prominent in state educational work. His death was due to his being overcome by gas fumes while working on his automobile in a closed garage.

R. W. Kinnison is the successful applicant for second trick operator at Macon.

J. R. Downs is working at Kenney in place of R. F. Deveney, who is the new ticket clerk at Lincoln.

E. H. Smith, operator at Decatur, was off several days recently on account of having his teeth pulled. He was relieved by G. S. Phillips of "CO" office, Clinton, who was relieved by L. C. Grandfield.

W. Stone, Marine, was off duty a few weeks recently looking after O. R. T. business.

Road Department, Clinton, Ill.

(Geraldine Reynolds)

On account of the large amount of construction work recently authorized, our engineering department has been increased by two rodmen, W. J. Higgins and W. C. Putzier, the former from Chicago and the latter from Oelwein, Iowa.

Claim Agent J. R. Mann has moved his family from Clinton to Decatur.

Section Foreman William Marshall, Clinton, was given a two weeks' leave of absence the last half of April to look after business interests at Salem, Mo.

R. L. Frazier, grading contractor, of La Center, Ky., has been awarded the contract for grading in connection with the extension of the westbound main, Clinton, and additional siding at Mount Pulaski.

Shops, Clinton, Ill.

(Flora Drago)

B. L. Barmer, formerly residing in Paducah, Ky., has accepted a position as wrecking foreman at Clinton.

J. E. Stokes, boilermaker foreman, has resumed



This is our freight house force at Decatur, Ill., sixteen years ago. Left to right, standing: Oscar Eggler, warehouse foreman; Ray Smith, Henry Grebe, Carl McCluskey, William Bright, Dan Petticord. Seated, left to right: James Munson, Harry Jones, Fred Travis, George Baker. Those who are still in the employ of the Illinois Central are Mr. Eggler, warehouse foreman; Mr. Smith, now check clerk, and Mr. Travis, now outbound rate clerk. The photograph, which is the property of Mr. Smith, was sent in by Helen Krafft, our local correspondent.

his duties after being confined to his home for three weeks on account of serious illness.

Titus Hinchliffe of Hinchliffe, Miss., arrived in Clinton on the morning of May 12 for an extended visit with relatives and friends. Mr. Hinchliffe is a pensioned engineer.

Mrs. C. L. Zaneis, wife of Traveling Engineer Zaneis, and Mr. and Mrs. James Pursley have returned to Clinton from a trip to Los Angeles, Calif., and other points. Mr. Pursley is machinist helper in the shops.

General Foreman's Office, Clinton, Ill.

(W. E. Smither)

The machine shop has been improved wonderfully by its new coat of whitewash.

John Stokes, boilermaker foreman, has returned to work after being absent two weeks on account of illness. Mr. Stokes has been in service at Clinton shops for thirty-seven years.

Master Mechanic Needham has returned from Detroit, having driven through in his new motor car.

Night Foreman Hess is the proud owner of a new coupe.

Clinton shops' supervisory force held its fifth annual fish fry on the evening of May 7 at Weldon Springs. Sixty hungry fish-eaters were present, the most notable being Mr. Menefee and Mr. Needham, who surpassed all records for the storing of fish. Mr. Walters and Mr. Powers of Mattoon and Mr. Caldwell of the Texas Oil Company, Chicago, were among the out-of-town guests. They did their share in helping stow away the good eats. Mr. Barlow, Mr. Bell and Jake Khrel were the cooks, and their work was proclaimed most satisfactory. About one hundred pounds of channel cat were prepared for the feast. The feature of the evening was the excitement caused by a small boy who came along with a 5-pound bass that he had just caught in Weldon Springs Lake. Mr. West being so interested that he deserted the festive board for the lake in an attempt to duplicate the boy's luck, but, without success. After the hungry men had been fed and the cigars were going good, fish stories, both old and new, were

told and enlarged to meet their tellers' ideas of what good fish stories should be.

Freight Office, Clinton, Ill.
(Anna E. Murphy)

Harlan, son of Agent and Mrs. Donaldson, who was injured recently while playing at school, has fully recovered and has returned to school.

Edward Williams, stowman, is suffering with a fractured foot, caused when a large cog wheel fell on him. He is able to be up and around on crutches.

The single spot system is being used at this station and is proving successful in reducing the number of exceptions.

Foreman Charles Masterson is the proud owner of a new touring car.

Freight Department, Decatur, Ill.
(Helen Krafft)

Miss Mildred Hoyt of Clinton, Ill., has accepted a position in the freight office as bill clerk.

Clarence Bass, check clerk at Decatur, who has been in the Illinois Central Hospital at Chicago, has returned to his home, but is not able to resume work.

Ed Vest and family were called to Louisville, Ky., recently by the serious illness of Mr. Vest's mother.

Freight Office, Springfield, Ill.
(Ann Merriman)

William Janssen, chief clerk, who has been absent from the office for some time, has been serving on a jury.

E. P. Clements, check clerk, who has been off duty for the last two months, is still confined to his home and remains in a critical condition.

L. E. Durham, check clerk, who has been off duty on account of illness, has returned from Chicago, where he has been taking treatment in the Illinois Central Hospital. He is getting along nicely.

F. L. Carroll has resigned as check clerk and has been succeeded by A. F. Bertrang, formerly clerk at Mount Pulaski.

We have been successful in having our train No. 58, which is scheduled to leave East St. Louis at 2 a. m., set up to 11:30 p. m. in order to handle the strawberry business from points in Arkansas and Tennessee. Our handling in this manner got the strawberry business, which amounts to approximately fifty to sixty cars a year.

The material is now on the ground and work has been started on a walk long needed between Fifth and Seventh streets in front of the passenger station. The improvement will consist of a base of 12-inch macadam and a concrete surface. This will avoid the removing of planks and repairing of the track two or three times a year, as in the past.

Store Department, Clinton, Ill.
(Esther Jones)

Harry Miller, ticket clerk, attended the state convention of the Knights of Columbus at Quincy, Ill., May 9 and 10.

Miss Ella Hickman, invoice clerk, has returned to service after having received treatment in the Illinois Central Hospital.

Yard Office, Clinton, Ill.
(Joe Swearingen)

Orin Chandler, yard clerk, who has been on ninety days' leave of absence to attend school, has returned to service.

R. F. Smith, switchman, has returned to service after being absent for the last two months on account of illness.

Don Magill, yard clerk, is taking thirty days' leave of absence. His time is being spent in Denver, Colo., visiting his sister.

Ray English, yardmaster, has returned to work after an absence of ten days.

Yard Office, Decatur, Ill.
(Fon Hale)

E. L. Hale, engine foreman, suffered a torn muscle

in his right leg while working in the north yard the evening of May 11 and will be out of service for some time.

Ed Palmer, extra engine foreman, is the owner of a new coupe.

Rantoul, Ill.

James Grady, veteran Illinois Central engineer and pioneer citizen of Rantoul, Champaign County, Illinois, died Wednesday, April 18. His was a most pleasing and attractive personality. From one end of the division to the other, his friends were shocked at the news of his sudden death, for, although there were periods of acute suffering during the last few years for him, he had borne the pain with patient silence and a happy outlook on life.

The funeral services were held at St. Malachy's Catholic Church, Rantoul, at 9:30 a. m., Saturday, April 21, 1923. Railway men from every branch of the service were there to pay their last tribute to him. All Rantoul paused in its labors to honor the man who had made that city his home for so many years and who was one of its most prominent and best loved citizens. Trains were stopped during the funeral services and were not put into motion again until the body was laid in Holy Sepulchre Cemetery, east of Rantoul.

Forty-seven years ago, when he was a robust lad of 15, "Jim" began his life's work with the Illinois Central. His first position was that of a laborer on the Pesotum, Ill., section. Although he was young, he was more robust and stronger than the ordinary lad, and he labored as a section hand for three years. In the winter of 1879 he helped lay track near Bloomington, Chatsworth, Kempton Junction and Pontiac. When the work was completed, April 1, 1880, he returned to the section at Pesotum.

About a year later a temporary section foreman was needed at Paxton, and Mr. Grady was sent there. He had charge of the gang of workmen there about eight months and then was placed in charge of the Rantoul section. In January, 1887, when the Illinois Central purchased the narrow-gauge Havana, Rantoul & Eastern Railroad, or "Short Line," he was given a position as fireman on the line. He fired for four months and was then made a brakeman. He kept this place until August 1, 1887.

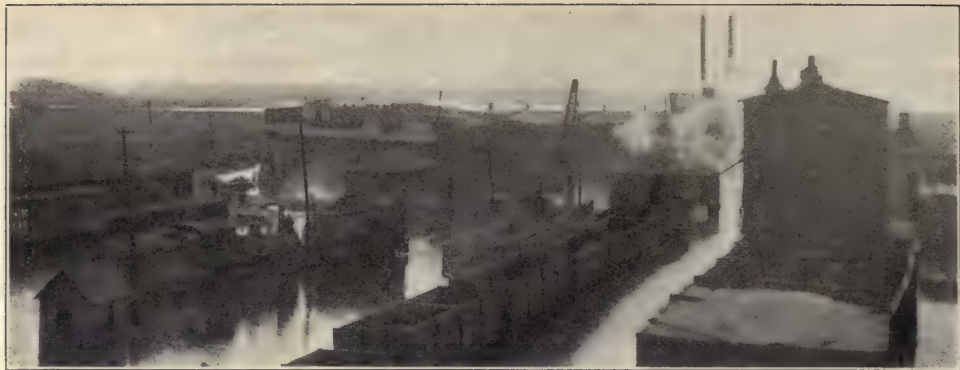
About this time the Illinois Central decided to make the road a standard gauge. Because of his wide and varied experience, Mr. Grady supervised the laying of the steel and the installation of switches. In December, 1890, he was promoted to supervisor of trains and tracks on that division.

Later he was sent to New Orleans as road supervisor between that city and Vicksburg. The intense heat of that country was too much for him,



Mr. and Mrs. James Grady

One Hundred Eleven



High water, Clinton, Ill., shops, March 25, 1913

and he requested that he be sent back to Rantoul. His request was granted, and he returned to his old position as fireman. He kept this appointment for seven years:

November 25, 1900, he was promoted to engineer. He kept this position on the "Short Line" until his death. Out of those years since 1900, he was a first freight engineer for fourteen years, then a passenger engineer for five years, and the last few years he had spent back on the freight engine. He preferred the latter work because he could spend more time at his home in Rantoul.

Mr. Grady was born in Martinsburg, Va., on July 31, 1861. Out of a life of a little less than sixty-two years, he gave forty-seven years to work on the Illinois Central Railroad, and during this period he missed only one pay day. Although he started as a section hand, he died an engineer. During his career as fireman and engineer, he had many narrow escapes from death, but he escaped with only a few minor injuries.

Besides his widow, he leaves two daughters and three sons. All three of the sons are in railway work: James P. Grady lives in Chicago and is employed by the Illinois Central as yardmaster at Wildwood; E. H. is a brakeman on the New York Central at Danville, Ill.; W. P. is a machinist on the Chicago & Alton at Bloomington, Ill.

ST. LOUIS DIVISION

J. W. Brown

Office of Superintendent

There were 100 freight trains run into Mounds on April 18.

Claim Agent W. R. Clemans recently purchased a home on South Illinois Avenue, Carbondale. He moved into the property on April 17.

Little Miss Anna O'Rourke, daughter of Roadmaster G. M. O'Rourke, was operated on for appendicitis, April 28, at Holden Hospital, Carbondale. She is rapidly improving.

There was a peak business handled through Mounds yard April 30.

Miss S. E. Patterson, accountant, resigned recently to make her home in New Orleans. Clerk J. W. Burnett, New Athens, is now on the position held by Miss Patterson.

Mother's Day was appropriately observed in Carbondale, May 13. Many railway employees made it a point to attend the service at some of the churches in memory of mother.

Clerk George Rountree has been awarded the newly created clerical position at Tamara station.

The American Legion, Carbondale, put on a motion picture, "A Man Without a Country," May 16 for the benefit of the "Mosquito Campaign" which is being

One Hundred Twelve

conducted by Carbondale and vicinity. On May 30 the Legion also showed "Flashes of Action." Both of these pictures are Legion Film Service pictures.

Our freight train performance clerk, F. D. Roberson, recently purchased a roadster, and Accountant H. E. Goetz purchased a touring car.

Charles Johnson recently purchased a piece of property on Normal Avenue, Carbondale, and when through with it he will have a nice kella-toned residence. Mr. Johnson is material clerk for Supervisor of Signals E. E. Goddard.

Transportation Department, Centralia, Ill.

(Grayce Baysinger)

Dewey Garren, who was formerly employed as switchman at Centralia, died at the Illinois Central Hospital at Chicago, April 15, of tuberculosis.

Miss Hazel Erwin, record clerk at Centralia, recently gave a week-end party at her home in Marion, Ill., for the girls from the master mechanic's and trainmaster's office. Those attending were Misses Hilda Fernald, Ann Carpenter, Honey Buehler, Flossie Quillman and Thelma Gilpin, and Mrs. Lena Connors.

W. R. Triem, assistant division engineer, Logansport, Ind., and E. G. Gordon, assistant road foreman of engines, Fort Wayne, Ind., both of the Pennsylvania System, were visitors at Centralia terminal April 17 to inspect reports covering the handling of cars through this terminal. These men expressed their appreciation of the courtesy extended them and assured us that our operation was far ahead of terminals which they had previously visited.

Brakeman J. E. Jackson met with a painful accident April 26 while flagging on one of the express trains. While standing on the step of the caboose, looking for a hot box, he accidentally stepped off the bottom step while the train was moving at the rate of about 55 miles an hour. Mr. Jackson was taken to St. Mary's Hospital at Centralia, where he is improving slowly.

Flagman C. A. Thompson left for the hospital at Chicago, May 5, for treatment on account of ear trouble.

Joe Chandler, clerk in the trainmaster's office, who is on a leave of absence on account of poor health, writes from Denver, Colo., that he is improving rapidly, but expects to remain in Denver for some time.

Mechanical Department, East St. Louis, Ill.

(G. H. Krause)

B. M. Hatfield, machinist at East St. Louis, while on his way to the relay depot, noticed a Southern box car in a train with air set and wheels locked. He released the air and notified the conductor. Action on the part of this employe probably averted an accident and probable serious damage.

Adam A. Wehring, record writer in the general car foreman's office, East St. Louis, and Miss Ethel

Illinois Central Magazine

Quigley of Vergennes Ill., were married at Murphysboro, Ill., April 14.

H. J. Dodge, MCB clerk in the general car foreman's office, has returned to work after a week's illness caused by poison ivy.

John Dudick, laborer in the car department at East St. Louis, died at his home May 1.

Fireman E. W. Ingersoll was at Carbondale recently for an examination, preparatory for promotion to engineer.

C. Cisne, operator at Ziegler, discovered a brake rigging dragging on a car in extra No. 1771, May 7, while it was passing the yard office, but was unsuccessful in directing the crews' attention to this before the rigging caught on a switch frog, damaging it slightly, but causing no derailment. The timely action of Section Foreman Bittie avoided trouble for passenger train No. 924.

Mr. and Mrs. W. S. Huls were visitors at East St. Louis recently, at which time Mr. Huls had conferred upon him degrees in the Mississippi Valley Consistory.

Freight Office, Benton, Ill. (W. D. Brotherton)

During April, Brakemen E. W. Doley and John Cowell picked up and turned in to George Pearce, car inspector at Benton, sixty-eight air hose, thirty-seven angle cocks, eleven hose connections, two knuckles, one brake wheel, one pin lifter and one knuckle lock.

Switchman Charles F. Settlemoir of Benton has assumed his duties as commissioner at Benton, having been sworn into office Monday evening, May 7, as commissioner in charge of accounts.

The Franklin County Special was stopped at Belleville Saturday, May 5, by special arrangement, to enable the Benton Township High School track team to participate in the high school track meet held at Lebanon, Ill.

William R. Hays, for thirty-three years an en-



L. F. Otto, St. Louis division engineer, who died March 8. Mr. Otto entered the service at Centralia as a fireman in 1897, continuing in that capacity until his promotion February 23, 1903, to locomotive engineer.

gineer on the Illinois Central, died April 14, after an illness of more than a year. Mr. Hays, who had lived in Centralia, Ill., twenty-five years, was retired from active service about a year ago. He was sixty-five years old.

Mr. Hays' first railway experience was with the Union Pacific Railroad. In 1892 he entered the service of the Illinois Central as an engineer and worked for that company until his health made retirement necessary.

During the twenty-five years that Mr. Hays lived in Centralia he made a large circle of warm friends. He was a quiet, home-loving man and a member of the Presbyterian Church.

Mr. Hays leaves his widow, three children: Fred Hafer of San Francisco, Mrs. Lela Freidlein of Fall City, Neb., and Mrs. Maxine Bostwick of Centralia. A sister, Mrs. Emma Leary of New York, and two brothers, Herbert Hays of Leadore, Idaho, and J. D. Hays of Elkville, Ill., also mourn his death.

Burial was April 18 at Mounds, Ill.

Shops, Centralia, Ill. (Thelma Gilpin)

The Oxweld Railroad Service Company is installing an acetylene generating plant for the entire Centralia Shops, which will make it much more convenient in handling the oxy-acetylene welding. This work was done by M. E. Keith, installation engineer, who expected to have the plant completed about May 18.

An additional tank for the wash-out system has been installed at the power house. This now makes a total of three tanks used for this purpose.

T. F. Hays, gang foreman, was operated on recently for appendicitis in Riverview Hospital, Paducah, Ky. He is getting along as well as can be expected.

The valuable hunting dogs belonging to General Car Foreman McCloskey and Chief Accountant Jenkins died on May 7 of acute distemper. This is a real loss to the hunters in the mechanical department.

Air Brake Foreman Joe Lipsey is taking a 90-day leave of absence, due to ill health.

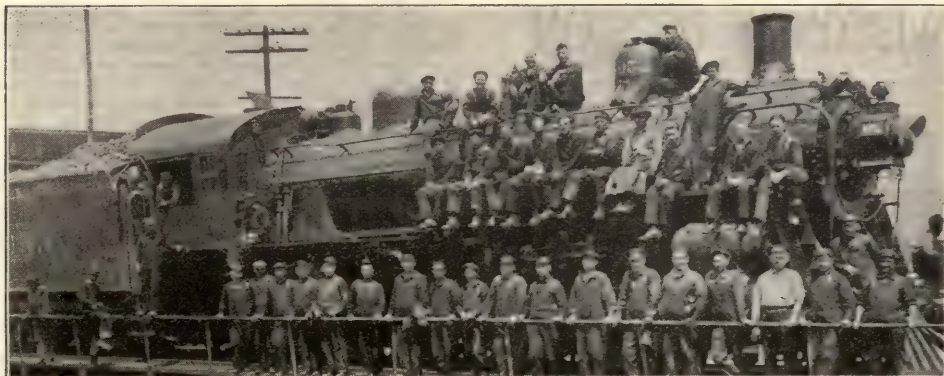
Wrecker Foreman Schneider has purchased a new home on South Poplar Street, Centralia.

The clerks in the master mechanic's office were very much surprised to learn of the engagement of O. H. Gaertner, accountant, and Miss Ruby Smith. Miss Smith is employed as record clerk in Trainmaster Gibbs' office.

O. B. Murphy, timekeeper at Mounds, is the proud father of an 8¼-pound baby girl, born May 12.

Misses Anne Carpenter, Honey Buehler and Thelma Gilpin attended the Derby at Louisville, Ky., on May 19.

Miss Floss Quillman, stenographer, was ill at her



Group of shopmen, East St. Louis, Ill., with engine No. 1053



Employees at Herrin, Ill. At crane, left to right: Carl Jones, clerk to timekeeper; Charles Griffin, engine watchman; Rolla Craig, laborer; Lester Chancey, call boy; R. E. Carter, general foreman; Tim Trigg, laborer; John Reed, crane operator, sitting in window. In second picture, left to right: H. E. Montgany, car repairer; L. E. Rushing, car repairer; Ed Coleman, car foreman. These three men have been in the car department for the last six years.

home in Pinckneyville for several days, but is now able to be back at work.

L. J. Stasik, clerk in the master mechanic's office, was accidentally shot in the foot by his cousin, who was testing a new revolver. The injury was not serious, and after a few days' absence Mr. Stasik was able to limp back to work.

Engineer Fred Erskine, on combination Nos. 5, 6, 9 and 10, has been in the Chicago Hospital for about three weeks. However, he is improving rapidly.

Engineer Harry Turner has been in the hospital in Chicago to have his tonsils removed.

WISCONSIN DIVISION

J. A. O'Neill

Office of Superintendent

Superintendent's Office, Freeport, Ill. (Theresa Johnson)

Conductor M. R. White of Rockford, the courteous and efficient captain of the milk train, was out pleasure riding with his family recently when he heard of a person who was arranging to go to some point in the Southwest over another line. Conductor White immediately steered his craft from the paths of pleasure into the business channel and after a short interview sold a round trip ticket over our line to New Orleans.

On April 30 Brakemen A. H. Fiedler and Clifford McFadden, standing on the passenger platform at Freeport, made an inspection of train No. 155 pulling out of Freeport yards. In making this inspection they discovered a broken arch on FtDDM&S-7694; an arch bar was broken badly and about ready to collapse. These men were given favorable

One Hundred Fourteen

mention for this discovery, as neither was on duty at time they discovered this broken arch bar.

A family reunion and informal reception celebrated the golden wedding anniversary of Pensioned Engineer and Mrs. W. A. Ropps, 837 Liberty Avenue, May 3. Dinner was served for the assembled family, and many friends called. Presents of gold and silver were among the gifts. As a veteran of the Civil War and of forty-one years' service on the Illinois Central, Mr. Ropps has had a long career of interesting service. At the age of 18 he enlisted in the army, and he served in the army of the Cumberland for three years. Until he was discharged in 1865, he missed only three days of active service.

After farming for a short time he began braking on the Illinois Central in 1867. Later he went firing and was soon promoted from fireman to engineer. When he started service the old wood-burning engines had copper fire-boxes and were mere toys compared with the modern giants of today.

Entrusted with the first mogul in Freeport, No. 231, Mr. Ropps ran what was then considered a gigantic locomotive until that engine met a spectacular end in the Mississippi. One day when Mr. Ropps was off duty because of his wife's illness, a young engineer took out the new mogul. At Dubuque the drawbridge was open, and, unable to stop the engine in time, the engineer plunged with it and three coal cars into the Mississippi. Men who had witnessed the accident rescued the engineer.

For fourteen years Mr. Ropps served as inspector of engines in the Illinois Central shops, and in 1909 he was pensioned. During the last several years he has not been able to walk, but he is otherwise in good health.

Road Department, Freeport, Ill. (Frances Manion)

Waterworks Foreman and Mrs. S. E. Ifert have returned from Miamisburg, Ohio, where they were called by the death of Mr. Ifert's mother on April 27.

Section Foreman F. Allen of Sciota Mills has been confined to St. Francis' Hospital, Freeport, for several weeks, but is gradually improving.

Favorable mention has been placed on the efficiency records of the following employees for discovering defective equipment: Section Foreman L. E. Boots of Seward, Ill., discovered a brake beam dragging on IC-32810 at Seward on March 13; Section Foreman F. Merlo found a break beam dragging on CCC&StL-80924, train No. 152, on March 31 at Amboy, Ill., and stopped the train.

Supervisor Peters is very proud of the showing made by the South Amboy district in not having any stock killed during the first four months of 1923.

To date no personal injury has occurred in the waterworks department this year. Waterworks Foreman S. E. Ifert and his men hope to keep up the good work.

La Salle, Ill. (J. M. Egan)

Operator Phil Bechely was an enthusiastic candidate in the class of seventy-six taken into the Knights of Columbus at La Salle, May 13.

A. J. Finlen of the local freight office reported

Illinois Central Magazine

A NEWS-GATHERER



J. A. O'Neill, our Wisconsin division editor, is a native of Milwaukee, Wis. He entered the service of the Illinois Central at Madison, Wis., April 2, 1911, as a yard clerk. In 1914 he was made ticket clerk at Madison. September 1, 1918, he was transferred to Freeport, Ill., to work in the accounting department. February 1, 1920, he was appointed assistant chief clerk to the superintendent and division editor of the Illinois Central Magazine. Previous to entering the service of the Illinois Central, Mr. O'Neill was employed for two years by the Chicago & North Western as a yard clerk at Madison, and for three years by the Chicago, Milwaukee & St. Paul at Madison as a switchman and brakeman.

the arrival of a new 9-pound railway man at his home, May 8.

A large crowd attended the banquet given by the Illinois Valley Manufacturers' Club in the Kaskaskia Hotel, La Salle, May 15. President C. H. Markham was the principal speaker and made a decided impression on the assembly.

The summer season opened at Starved Rock State Park May 13, and a large crowd was in evidence the entire day.

MINNESOTA DIVISION

Lucille Sims

Secretary to Superintendent

The marriage of Miss Hilda Blichman and Walter Doran was solemnized Wednesday evening, May 16, at the home of the bride's father, John Blichman. The Rev. H. A. Hichson of St. Luke's Church officiated. After spending their honeymoon in the East, Mr. and Mrs. Doran will be at home to their friends at No. 4, Arno Apartments. Mrs. Doran was formerly employed as a stenographer in the super-

intendent's office, and Mr. Doran is chief clerk to the freight agent of the Chicago, Milwaukee & St. Paul Railroad.

C. J. Cooney, timekeeper, recently underwent an operation for appendicitis at Mercy Hospital, Dubuque, Iowa.

On Thursday, May 3, Mrs. B. Triller entertained the girls of the division offices at a farewell dinner in honor of her sister, Miss Hilda Blichman. Bridge was the diversion of the evening. Prizes were won by the Misses Lenna Lightcap, Ethyl McNamara and Margaret Walsh.

Mrs. Frank Schneider and Miss Lenna Lightcap entertained the girls of the division offices at the former's home, May 7, in honor of Miss Hilda Blichman, a bride of this month. The guests played Michigan, honors being awarded to Misses Margaret Walsh, Hilda Blichman and Gerry Sims. Miss Blichman was presented with a set of goblets and sherbets. At the end of the evening a 2-course luncheon was served. Table decorations were in pink and white, miniature brides and grooms being the favors.

Waterloo Storehouse

(Evelyn Decker)

W. E. Barnes, former stockkeeper, is now engaged in the fruit and confectionery business at 1005 East Fourth Street, opposite the Illinois Central shops. L. D. Massey, foreman, has succeeded Mr. Barnes. F. R. Bickenbach, stockkeeper, has been appointed to succeed Mr. Massey; A. G. Robbins, clerk, has succeeded Mr. Bickenbach, and W. E. Burch, clerk, has been appointed to succeed Mr. Robbins.

Robert Bickenbach, clerk, has resigned his position in Storekeeper E. S. Shapland's office and is moving to Lansing, Mich. Oscar Dybsjord, clerk, has been appointed to take his place.

Frank Kido, recently injured in an automobile accident, is rapidly improving and will soon be able to resume his duties at Waterloo storehouse.

R. C. Empey has been employed as clerk in Mr. Shapland's office.

Freight Office, Cedar Rapids, Iowa

(Josephine Doyle)

William Mueller, foreman of the machinery department, has returned from Chicago, where he underwent an operation. We are pleased to report he is steadily improving. During his absence F. H. Meyers of Waterloo was in charge of the department.

The marriage of Miss Mildred George, stenographer in our local freight office, and Gilbert Zimmerman took place Easter Saturday. The Rev. A. M. Jayne of St. Paul's M. E. Church performed the ceremony. Mrs. Zimmerman has been in the employ of the Illinois Central for the last three years. Mr. Zimmerman, formerly of Chicago, is now connected with the Penick & Ford, Ltd., in this city.

Miss Edna Hutton, car clerk, is again on duty after having been confined to her home on account of illness.

Engineer F. Wing submitted to an operation in Chicago some time ago. Reports are that his condition is favorable.

Waterloo, Iowa, Yard

(Frank Hardy)

With the advent of warmer weather, a full shift of car icers has been employed at Waterloo in anticipation of a heavy icing season. With the discontinuance of heaters for the protection of perishable freight during the winter comes the necessity for ice to protect the perishable freight. A day shift is now employed at the Illinois Central icing platform, Waterloo, to take care of all cars. When the heavy fruit business makes its appearance, a night shift will also be employed, which is necessary to take care of icing cars during the 24-hour shift.

The storing of coal, which is now in progress on the entire system, is well under way at Waterloo. The program for Waterloo calls for the unloading into storage of 35,000 tons of coal, representing

approximately 620 cars of coal, which are being unloaded at the rate of fifteen cars a day. This means the additional employment of a number of men for some time.

Brakeman P. H. Finger had the misfortune a few days ago to cut his hand on a lamp chimney while cleaning lamps in a caboose at Waterloo preparatory to the departure of train No. 52.

Night Yardmaster Joyce has been taking up fishing but without much success to date.

Freight House, Dubuque, Iowa

(Grace Phillips)

The following changes have been made in this office during the month: Ralph Lassance, formerly employed as messenger, is now night clerk; Matt Cain, car clerk, has been transferred to the Revising Bureau; Frank Cahill has accepted a position as car clerk; Mona Gardner has been promoted to assistant bill clerk; Miss Roberta Broell, stenographer, has been transferred to the superintendent's office; Miss Arda Conklin has accepted a position in the agent's office; Theo Regnier, formerly rate clerk in the Revising Bureau, has accepted a position in the same capacity in F. B. Sherwood's office, Chicago.

James Callaghan, seal clerk, is now in the Illinois Central Hospital at Chicago recovering from an operation.

Frank J. Enright, who for a number of years was employed as rate clerk at the freight office, Dubuque, passed away at his residence in Chicago, May 4.

LeRoy Moeller, rate clerk, visited relatives at St. Anagar, Iowa, recently. He reports the onion crop progressing rapidly.



Brakeman F. J.
Wolfe, Minnesota
Division

A. F. Johnston, conductor on the Omaha district, and M. F. Muir, flagman on the Omaha district, have returned to duty after spending the winter in California and Louisiana.

The interior of the station at Euclis, Iowa, is being repainted and the living rooms decorated. When this work is completed the building will compare favorably with any on the Omaha district.

Waterloo District (Mary Christensen)

Glen Shafter, formerly assistant foreman at Iowa Falls, has been promoted to foreman, Section W 7, Iowa Falls.

Nick Komparakis, trackman, Fort Dodge, has been promoted to assistant foreman at Fort Dodge.

W. E. Palmer, trackman, Webster City, has been promoted to assistant foreman at Iowa Falls.

F. M. Attaway, extra gang foreman, has been called to New Orleans by the serious illness of his wife.

Sympathy is extended to T. D. O'Connell, switchman, Fort Dodge, on account of the death of his father.

Cherokee, Iowa (Anna Donahue)

Mrs. L. Harrison, wife of Brakeman Harrison, was called to Iowa City, Iowa, recently by the serious illness of her sister, who is attending school.

Machinist George Bong was recently married to Miss Ida Cline of Alta, Iowa. They are now on their wedding trip to Chicago and other points East.

Machinist Reuland has been transferred from the Waterloo shops to the Cherokee shops.

Two hundred shopercraftsmen of Cherokee and their families enjoyed one of the most wholesome, happy evenings in the history of their organization recently when they met at the K. P. hall for a big banquet and program. Tom Demond, chairman, deserves unlimited praise for the preparation of the entertainment.

The program consisted of several readings, piano and saxophone duets, Scottish sword dance and Highland fling, the classic dances of Scotland being given by little Miss Isabelle Warrander. A Belgian dance was given by the Byne brothers. Mr. and Mrs. Derst of Aurelia, Misses Paulson and Powell of Cherokee and Orville Demond were among those who appeared on the program.

At 9:30 p. m., the committee in charge of the dining room and kitchen spread tables and prepared a bounteous 2-course luncheon. George Sleezer, chairman of the refreshment committee, did everything in a splendid manner. A picture of the entire group was taken by Ray Wall prior to the feed. The waiters dressed in white uniforms, consisting of aprons and jackets, caps and black bow neckties, were a picture in themselves. The waiters were Mrs. George Sleezer, Fred Halbauer, Arthur Mongan, George Bong, Ray Huff and Boyd Perrin. The menu consisted of potato salad, cheese, sandwiches, pie a la mode, coffee, cake and lemonade.

Dancing formed the principal diversion after the

IOWA DIVISION

Emmett Coffey,

Chief Clerk to Roadmaster

T. J. Sloan, conductor on the Omaha district, has been absent from service on account of sickness.



Get-together meeting of shopmen, Cherokee, Iowa

"eats" had been devoured, and visiting carried many through until a late hour. The little tots had the time of their lives making merry on goodies when they were turned loose to rummage for themselves.

This is the first time that an entertainment of such a nature was ever attempted in Cherokee, and those present desire that another be prepared each year in the future. Co-operation among the craftsmen is brought about through the process, and a deeper and truer interest is created through the good fellowship.

All crafts were represented. A picnic is planned to be held during the summer.

Sioux City, Iowa (G. C. Miller)

Edward H. Groff died on April 18 after a long illness. Mr. Groff was born at Fairfield, Iowa, April 3, 1859, and entered the employ of the Illinois Central, November 1, 1894, as a stenographer for Commercial Agent B. E. Nichols. He was later transferred to the local freight office as cashier. In 1906 he became sub-agent for the Illinois Central at the Sioux City stock yards, a position he held until October 1, 1921, when he was transferred in order to do lighter work on account of failing health. He occupied a position as abstract clerk until December 1, 1922, when he was retired on pension, after completing twenty-seven years and eleven months of faithful service. Mr. Groff will be remembered, especially by the older employees, for his cheerfulness, helpfulness and fidelity to duty. Besides the widow, Mr. Groff is survived by four sons and two daughters.

A meeting of all freight house employees of the Illinois Central was held at the Sioux City freight office April 28, the purpose of this meeting being the organization of a savings club to be composed of all of the employees at the Illinois Central freight station at Sioux City. The purpose of this club is to encourage the employees to save a small definite amount, in excess of what they are already saving, toward some objective. The following officers for this club were elected: W. L. Graham, chairman; A. S. Olson, treasurer; Miss Esther Franzen, secretary. All employees have joined. Cards are issued to each member on which are set forth the amount to be saved each pay day and for what purpose. Each member has an individual bank book. All money, however, is deposited in one bank, deposits being handled by the treasurer. This splendid idea originated with our local agent, F. Austin, and is well worthy of emulation by the entire Illinois Central System, as we all know that the habits of thrift are conducive to the betterment of the individual and, in turn, the company for which we work.

Fort Dodge, Iowa (Ned Bracken)

W. J. Kearney, formerly agent at Rock Rapids, has accepted the position as city passenger and ticket agent at Fort Dodge, made vacant by the resignation of M. J. Oleson.

Agnes Mahoney, bridge and building supervisor's clerk, has resumed service after being absent on account of illness.

M. J. Townsend, chief dispatcher at Fort Dodge, is the proud possessor of a long distance radio outfit. Mike hears them all, although Frank Weihe, switchman, Fort Dodge, is one lap ahead of him.

LeMars, Iowa

The following clipping recently appeared in the *LeMars (Iowa) Globe Post*:

"Otto E. Bensley, who has charge of the railroad crossing in Central Avenue, had the opportunity Tuesday noon to save an aged man from being run over by the 12:20 train. The man's name is unknown. Bensley states that from appearance the man was about 70 years old.



Otto E. Bensley

"The old gentleman was going north on the east side of the street. Otto saw him coming and gave him a warning not to cross. According to eye-witnesses, the old man could not help seeing the train. Bensley had to stay in the street until the train was close enough so auto drivers could see it. He then rushed across the tracks in front of the train and jerked the man from the track as the train went by."

The train in question was C., St. P., M. & O. No. 204.

KENTUCKY DIVISION

Anne Sweeney,

Office of Superintendent

Office of Superintendent

Sunday, May 13, a special train was run from Paducah to Louisville to enable people throughout Kentucky to hear Billy Sunday, who is holding revival meetings in the Auditorium at Louisville.

A son, John Michael, was born to Mr. and Mrs. Harry G. Devinney on April 29. Mr. Devinney is chief clerk to the roadmaster at Louisville.

C. J. Carney, assistant engineer, was promoted to assistant roadmaster at Louisville, effective May 1. R. C. Williams of Chicago was appointed assistant engineer to succeed Mr. Carney.

Louisville had a hard time to hold her attention to things material during May. What with the new ball park, the Parkway, the Kentucky Derby on Saturday, the 19th, and Billy Sunday, it was difficult to keep to business.

The Illinois Central Athletic Association gave a moonlight excursion on the steamer "America" May 23.

J. H. Starks probably prevented a serious accident on April 17, on extra No. 2951, when he noticed a brake rigging down on extra No. 2949, which was on the siding at Calvert, Ky. He promptly signaled the engineer to stop and assisted in removing the defective brake rigging.

Princeton, Ky. (Sudie Cash)

Conductor D. B. Osborne and Mrs. Katherine G. Booth were married April 17 in the parlors of the Princeton Hotel, Rev. Mr. Abbott of Hopkinsville officiating. After the ceremony Mr. and Mrs. Osborne left for a short visit to New Orleans. They are now at home to their friends at the Princeton Hotel.

Miss Ruby Dearing of the general foreman's office has been ill for some time with inflammatory rheumatism. While she is not yet able to work, she is on the road to recovery.

General Foreman W. J. McGuirk was called to Louisville recently by the serious illness and death of his mother.

Dispatcher C. E. Gaddie, who has been at Norton's Infirmary in Louisville for some time, is now at home, but is not yet able to return to his work.

H. J. Hunsaker, clerk to the supervisor, left May 15 for an extended visit in Texas and neighboring states.

A son, J. L. Small, Jr., was born to Claim Agent and Mrs. Small at Princeton March 7.

Local Freight Office, 12th and Rowan Streets (J. T. Higgins)

Several promotions, due to the resignations of four

One Hundred Seventeen

of our clerks, will be completed shortly. Daniel Buehle, formerly assistant cashier, is now connected with the Dosch Chemical Company as traffic manager. Andrew Thome, assistant accountant, resigned to enter the sales department of the Ford Motor Company. James Ballard, first bill clerk, has entered the contractors' ranks. He is now working with his father. Richard Cummings, receiving clerk, has returned to Chicago to resume his position with the Interstate Commerce Commission. Joseph Brown succeeds to assistant cashier. William Gramig was the successful applicant for first bill clerk. Other vacancies have not been officially filled.

The merit and demerit system now in effect at this station has proved its worth. Figures compiled to date show a decrease of approximately 50 per cent in exceptions credited to individuals, compared with last month.

James O'Leary has been added to our roster as messenger.

Klinger Thomas, reconsigning clerk, went to the Paducah Hospital on May 17 to have an operation performed on his tonsils.

Signal Department (J. P. Price)

Authority has been received for the installation of automatic crossing bell protection at the crossing of the Woodville road at Heath, Ky., and the Cane Run road at Louisville, Ky.

A. Guthrie & Company, contractors on the new main line at Madisonville, Ky., have started construction work out of Madisonville and are now moving about 6,000 yards of dirt a day. A vast amount of construction equipment has been received and distributed between Central City and Dawson Springs, and the construction of the new line is now well under way.

The construction of new yard and terminal facil-



Home of G. M. Ashmore, assistant chief clerk to the superintendent, Kentucky division, located on 35th Street, near Broadway, Louisville, Ky. On the steps are G. M., Jr., 5 years old, and Medard Kirk, a nephew of Mr. Ashmore and son of Jayson Kirk, formerly star pitcher for the Louisville "Colonels," now playing with the Indianapolis team.

ities at Central City is progressing nicely. The grade for the temporary main line around the Brick Yard cut is about completed, and a considerable amount of new grade is now in place for the new shop yards. Temporary falsework for the new fill across Brownie hollow is now being placed, and the work of making the fill will be started in a few days. The grade for the permanent main line across the hollow at Mile 123 is practically complete.

Signal gang No. 1, in charge of Foreman C. C. Sauer, is now located at Riney, on the Louisville district, installing new standard bootleg wires and shunt circuits between Cecilia and West Point.

Signal gang No. 2, in charge of Foreman A. M. Pfeiffer, is now engaged in making repairs to the Sturgis interlocker at the crossing of the West Kentucky Railroad.

Signalman S. A. Sauer was the successful applicant for signal maintainer at Rockport, vice J. C. Martin, transferred to construction work.

Signalman H. D. Bromley was the successful applicant for signal maintainer at Grand Rivers, succeeding Signal Maintainer J. N. Sisk, transferred to Paducah.

Assistant Signal Maintainer Dennie Jones, who was relieving Signal Maintainer Martin at Rockport, has now returned to his regular position at Dawson Springs.



Left to right, Flagman Marvin Peters and Conductor John Kennedy, Louisville district, Kentucky division.

One Hundred Eighteen

TENNESSEE DIVISION

Rufus Kemp, Jr. Office of Trainmaster

Superintendent C. R. Young wrote J. B. Heflin, operator, Covington, Tenn., the following letter under date of April 24:

"My attention has been called to the interest manifested by you recently in connection with hazard of fire at Covington, when the depot was set on fire by lightning. Your alertness and presence of mind possibly saved the depot from destruction, and I wish to express my personal appreciation, as well as the appreciation of the management, for the interest manifested by you."

CGW-3365, empty, was set out at Fowlkes, Tenn., by extra No. 1607 at 8:12 a. m., April 10. The car was placed by section men at 8:15 a. m. and loaded with 35,000 pounds of scrap rail for Paducah, Ky. It was billed and ready for movement at 8:45 a. m. and

Illinois Central Magazine



For 24 Years I've Timed My Trains with a Hamilton

BACK of the spotless record held by Engineer A. C. Baldwin, of the Erie Railroad, stands the integrity of the man and the accuracy of his watch—a Hamilton.

Since 1899 a Hamilton has been with Engineer Baldwin at the throttle, accurately timing hundreds—yes, thousands—of trains.

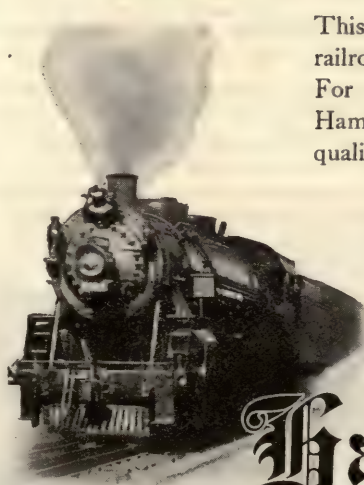
It is by reason of such service that railroad men choose the Hamilton. Its reputation is built upon the solid foundation of accuracy plus faithful performance. Insist on owning a Hamilton and be rid of doubts about your time.

Ask to see the Hamilton No. 992

This 21-jewel movement will pass inspection on any railroad and is the favorite of most railroad men. For other than time inspection service, ask for the Hamilton No. 974, which gives you Hamilton quality at a lower price.

We will gladly send you a copy of our new "Timekeeper" if you write for it.

HAMILTON WATCH COMPANY
LANCASTER, PENNA.
U. S. A.



Hamilton Watch

"The Railroad Timekeeper of America"

was picked up and moved north by extra No. 1652 at 9:50 a. m. the same date. The car remained at Fowlkes only an hour and thirty-eight minutes. This is considered an excellent record.

R. V. Thomas, agent at Trimble, Tenn., died April 16. He was born at Springfield, Tenn., March 13, 1875, and entered the service of the Illinois Central on July 1, 1898, as agent-operator at Trimble. He was promoted to agent July 27, 1903, serving in that capacity for twenty years, until his death. He was always alert and on the job, attending strictly to his duties and always pleasant to patrons, giving the company loyal, efficient service. Mr. Thomas' health began to fail a few years ago, and he gradually declined until it was necessary to go to Chicago to the hospital for a thorough examination. This examination developed that he was suffering from an inoperative cancer for which no cure has been discovered. The widow, Mrs. Mable Thomas, who is a clerk and acting agent at Trimble, survives him.

A&WP-30003, a coal car, was placed at the plant of the Haynes Walker Mill, Paden, Miss., at 2 p. m., April 9, was loaded by them with dressed pine lumber for Meodesha, Kan., and bill of lading signed 4:30 p. m. the same date. The milling company consumed only two hours and thirty minutes loading the car. We appreciate such co-operation from our patrons.

T. Brown and party, including several elderly women from Chicago, New York and points in



R. V. Thomas



A. F. Johnson, engineer of train shown below

the East, used our Seminole Limited returning from Miami, Fla., April 29. They expressed their pleasure and appreciation of the courteous, efficient service the Illinois Central gave them, stating that they had used other roads going south, but would never use anything but the Seminole Route again.

Eugene Bailey, merchant, Americus, Ga., recently complimented highly the service rendered him by Illinois Central employees on the Seminole Limited while en route to Chicago and Northern points.

Assistant Engineer J. M. Hoar, who has been ill for some time, has been spending a few days in New Braunfels, Texas, en route Los Angeles, Cal. Mr. Hoar is going west in an attempt to improve his health.

Miss Jimmie Pritchard, clerk, agent's office, Dyersburg, Tenn., has returned to work after several months' illness.

J. W. Hillman, clerk, accounting department, is in the Paducah Hospital, having undergone an operation for appendicitis. It is reported that he is doing nicely.

Strawberries are beginning to move in this section, and everything possible is being done to aid their movement and thereby prevent claims.

Shops, Jackson, Tenn.

(May Ransom)

Master Mechanic L. Grimes and Chief Accountant H. O. Voegeli, together with Superintendent C. R. Young and Chief Clerk B. F. Evans, met with the representatives of the Frisco and Central of Georgia at Birmingham on May 2 to decide upon an equitable division of certain expenses in which the three railroads are interested.

Death has visited the home of two Illinois Central employees recently. Mrs. W. H. Nourse, wife of Engineer W. H. Nourse and mother of Conductor H. L. Nourse, was taken away after an illness of only a few hours on May 3. Mrs. S. F. Richardson, wife of one of our pensioned conductors, passed away at her home on Highland Avenue, on May 4, after a lingering illness of many weeks.

The *Jackson Daily Sun* of May 6 had the following to say:

"The Association of Machinists, Helpers and Apprentices of the Illinois Central met last night at the Y. M. C. A. for a banquet and social meeting, which was a marked success from start to finish. Officers of the company were present, as was a large number of the membership of the association.

"A delightful menu was served, and this was followed by various talks along lines of interest to railway men, by the officials of the Illinois Central, who were especially invited guests, and members of the association.

"A great deal of enthusiasm over the organization was expressed in the various talks, and the consensus of opinion was that the organization was proving a great benefit to the members and was destined to render a greater service to the members and the com-



Train blown over by cyclone at Pinson, Tenn., March 11

pany as it grew stronger in its organization. The keynote of the meeting seemed to be co-operation, showing that the employees were trying to render the greatest possible service to the company, and the officials showing that they were ready to co-operate with the men.

"The entire affair was very informal, and was of such a nature that a better and closer understanding will be sure to result from the session."

MISSISSIPPI DIVISION

Kathleen Hadaway, Secretary to Superintendent

Miss Annie Bell Anderson, the efficient time-keeper in the superintendent's office at Water Valley, has been selected as sponsor from the Curtis E. Pass Post No. 37 of the American Legion to the state convention at Biloxi, Miss., August 20 to 22 inclusive. Miss Anderson was selected in a novel way which attested to her popularity among her large number of friends in the city. The American Legion presented a musical revue on April 27, the cast consisting entirely of home talent. The audience was in-



Miss Anderson

ADVERTISERS

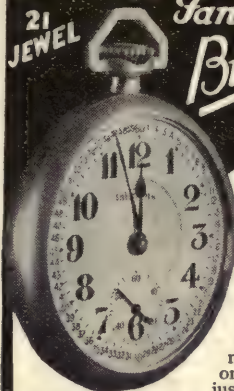
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vited to select by vote some one of the girls in the play as sponsor. This was done by having each person in attendance write on a card the name of the one he wished to vote for and leave it at the door as he passed out. Miss Anderson's part in the play was that of pianist in the orchestra.

R. C. Jarnigan, agent at Starkville, Miss., has recently been selected president of the Chamber of Commerce of that city.

L. F. Powell, operator, has returned from a two weeks' fishing trip near Wilson, La., his former home.

Road Department

(Mattie Watts—G. McCune)

Section Foreman J. B. Carlisle of West Point, Miss., took charge of the Springdale, Miss., section on May 1. He was succeeded at West Point by Section Foreman J. H. Youngblood, formerly of Ackerman, Miss.

T. H. Harper, clerk to Supervisor G. H. Peacock at Grenada, Miss., has been transferred permanently to the Louisiana division. He is succeeded by Miss Nellie Johns of Water Valley, Miss.



L. B. Harley, correspondent for the mechanical department of the Mississippi division, sends us the accompanying picture of negro pensioners of our Water Valley, Miss., shops. They are, left to right: Bob Davis, pensioned car oiler, in service forty-eight years; Dick Perry, pensioned laborer, in service thirty-one years; Anthony Carr, pensioned machinist helper, in service thirty-three years; Felix Robinson, pensioned laborer, in service fifty-three years; Tom Fox, pensioned blacksmith helper, in service twenty-seven years.

Enginemen, Water Valley and Jackson Districts

(J. A. Ramey)

Engineman F. S. Storms and Miss Nellie Lee Aycock of Winfield, Ala., were quietly married at that point on Wednesday, April 18.

Engineman A. T. Smith has been in the hospital at Paducah, Ky., for the last several weeks.

Engineman W. E. Sizemore has returned from the hospital at New Orleans much improved in health.

Engineman W. R. Ruffin has been selected to attend the International Fuel Association meeting in Cleveland, Ohio, May 21, 22 and 23. Mr. Ruffin was selected as the engineman to represent the Southern Lines of the Illinois Central. He has been in service on the Mississippi division since 1888 and is at present employed on passenger runs Nos. 5, 6, 23 and 24 between Jackson, Tenn., and Water Valley. "Billy" Ruffin is considered one of the most careful and efficient enginemen on the division and entirely worthy of the honor conferred upon him.

Engineman and Mrs. P. Ohlson have been called to Elkhart, Ind., by the serious illness of Mrs. Ohlson's mother.

Enginemen C. J. Allen, F. C. Shine, W. F. Hobson and A. F. Johnson have returned from Haleyville, Ala., where they were temporarily at work on the Birmingham district of the Tennessee division.

Engineman E. Kennedy left May 8 for Los Angeles, Cal., to join the members of his family, who have been out West several months. They will return the latter part of June.

Engineman A. F. Johnson has moved his family to Crowder, Miss., at which point he has a farm.

Office of Trainmaster, Water Valley, Miss.

(G. Turner)

Flagman and Mrs. W. B. Williamson have moved from Jackson, Tenn., to Water Valley to reside permanently.

Conductor and Mrs. D. H. Johnson are on an extended trip to Parsons, Kan., to visit relatives.

Division Gardener Burros has recently filled the window boxes of the station building with their annual supply of flowers, and the prospects are bright

One Hundred Twenty-two

for some unusually pretty floral displays this summer.

Trainmaster and Mrs. N. W. Spangler are entertaining Mr. Spangler's brother and wife, Mr. and Mrs. H. L. Spangler of St. Joseph, Mo.

Road Department

(L. B. Wiggs)

S. B. Cowan, motor car repairman at Grenada, Miss., and Miss Rosa Mae Carter of Sardis, Miss., were married on March 13. They are at home to their friends at Grenada.

The new office of Supervisor Wilkinson at Sardis has almost been completed.

Waterworks Foreman Harel of Grenada has the sincere sympathy of his many friends in the death of his brother at Rockport, Ky., April 9.

Durwart Felton, son of Section Foreman Z. Felton, is at home at Como, Miss., for the summer. He has been attending the Montgomery County Agricultural School.

LOUISIANA DIVISION

Claire Pimm

Office of Chief Dispatcher

Office of Superintendent, McComb, Miss.

J. O. Mayfield, clerk, resigned May 12. His place is being filled by F. F. Streibich, formerly employed as station clerk, Yazoo City.

Cliff Hollingsworth, clerk to Supervisor Mercer, Yazoo City, has received a promotion to assistant to statistician.

Signal Department

Signal Maintainer J. V. Goodwin has received a promotion to signal inspector, Chicago.

The interlocking plant at Asylum Junction is being remodeled on account of track changes.

Signal Supervisor Scott has received a promotion to general foreman in charge of construction on the

Illinois Central Magazine

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Baton Rouge, La., Wm. Frantz Co.,
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Belleville, Ill., F. G. Wehrle
Benton, Ill., O. Q. Wilson
Birmingham, Ala., F. W. Bromberg,
20th and 8d Ave.
Blackford, Ky., W. R. Russell & Son
Bloomington, Ill., Miller & Ulbrich
Bloomfield, Ind., W. E. Inman
Bloomington, Ind., Al Smith
Brookhaven, Miss., A. Staffier
Cairo, Ill., E. A. Buder, 701 Commer-
cial St.
Canton, Miss., C. W. Dekle
Carbondale, Ill., C. E. Gum
Cedar Rapids, Ia., A. C. Taylor & Co.
Central City, Ky., H. F. Storer
Centrailla, Ill., Herron Bros., 132 E.
Broadway
Champaign, Ill., E. Christian
Chatsworth, Ill., W. A. Coughlin
Cherokee, Ia., O. A. Royer
Chicago, Ill., Basil Boase, 6851 Stony
Island Ave.
Chicago, Ill., Benj. Busch, 9216 Cot-
tage Grove Ave.
Chicago, Ill., Benj. Busch, I. C. Sta-
tion, 65d St.
Chicago, Ill., H. E. Hayward, 804
Railway Exchange Bldg.
Chicago, Ill., N. W. Pyle, 377 E. 26th
St.
Cicero, Ill., Josef Smaha, 5341 W. 25th
St.
Clarksdale, Miss., R. R. Sankey Co.
Clinton, Ill., J. H. Schmidth
Corinth, Miss., John C. Droke
Council Bluffs, Ia., E. H. Leffert
Decatur, Ill., F. Curtis & Co., 156 E.
Main St.
Dixon, Ill., Train Jly. Co.

Dubuque, Ia., Karl Staufenbell
Duquoin, Ill., Higgins Jly. Store
Durant, Miss., D. V. Pound
Dyersburg, Tenn., The Hobb Jly. Co.
East St. Louis, Ill., Zerweck Jly. Co.,
347 Collinsville Ave.
Effingham, Ill., Chas. J. Farthing
Eldorado, Ill., R. G. Putnam, 204 E.
Locust St.
Evansville, Ind., C. R. Boemle, 313
So. 8th St.
Ft. Dodge, Ia., Billie Boggs, 720 Cen-
tral Ave.
Freeport, Ill., E. Bengston, 14 So. Chi-
cago St.
Fulton, Ky., R. A. Brady
Fulton, Ky., M. R. DeMyer & Sons
Gilman, Ill., Hobart-Hicks Co.
Golconda, Ill., J. W. Watson
Haleyville, Ala., Dilworth Jly. Co.
Hammond, La., Wailie Wolsch
Harvey, Ill., J. A. Bastar, 171 154th
St.
Henderson, Ky., C. J. Manion
Herrin, Ill., Graham Jly. Co.
Hickman, Ky., C. G. Schlenker
Hodgenville, Ky., W. H. Cooper
Hopkinsville, Ky., R. C. Hardwick
Indianapolis, Ind., Capital City Jly.
Co., 133 Washington St.
Iowa Falls, Ia., O. C. Cobb
Jackson, Miss., A. Bourgeois
Jackson, Tenn., I. L. Grady
Jasper, Ala., Dilworth Jly. Co.
Kankakee, Ill., Speicher Bros.
LaSalle, Ill., J. F. Kuss
Leland, Miss., G. R. Paterson
Litchfield, Ill., Leo B. Lager Jly. Co.
Louisville, Ky., Edw. A. Kregel, 207
So. 7th St.
Manchester, Ia., J. W. Lewis
Marion, Ill., Geo. Moore
Mattoon, Ill., Herron Bros., 161 E.
Broadway

Memphis, Tenn., A. Graves Co., 93 So.
Main St.
Memphis, Tenn., A. Graves Co., 216
McLemore Ave.
Metropolis, Ill., A. P. Voll
McComb, Miss., Marsh Hainer
Minonk, Ill., J. W. VanDoren
Morganfield, Ky., J. R. White
Mounds, Ill., Chris Bauer
Murphysboro, Ill., R. S. Buxton
New Harmony, Ind., Ed. Freeman
New Orleans, La., Wm. Frantz & Co.,
142 Carondelet St.
New Orleans, La., Wm. Frantz & Co.,
1014 So. Rampart St.
Newton, Ill., C. W. Kiser
Olney, Ill., H. Mehmert & Sons
Owensboro, Ky., R. C. Hardwick
Paducah, Ky., Nagel & Meyer
Palestine, Ill., G. Casseiman
Pana, Ill., S. Sve
Peekin, Ill., H. Birkenbush
Peoria, Ill., C. I. Josephson, Peoria
and Pekin Union Railway Station
Pinckneyville, Ill., Chas. Geumalley
Princeton, Ky., Wylie & Walker
Providence, Ky., L. M. Solans
Rantoul, Ill., Walter Johnson
Rockford, Ill., Morgan D. Wise
Sioux City, Iowa, Will H. Heck
Sioux Falls, So. Dak., Tony Lee
Springfield, Ill., Chris Danielson
Springfield, Ill., W. C. Hall
St. Louis, Mo., R. P. Wiggins, 7 N.
18th St.
Sturgis, Ky., C. S. Welsh
Terre Haute, Ind., The Spritz Co., 618
Wabash Ave.
Vicksburg, Miss., A. Graves Co., 2400
Pearl St.
Vicksburg, Miss., Henry Yoste
Waterloo, Ia., Fessler & Co., 1001 E.
4th St.
Water Valley, Miss., F. B. DeShon

For Good Watch Repairing See Your Watch Inspector

Chicago terminal. Signal Foreman White is acting as signal supervisor.

Road Department

An intermediate passing track at Independence, La., is under construction.

On account of ill health, Section Foreman S. A. Fant of Johnston, Miss., resigned effective May 1. Sid Howell is acting as foreman of section No. 24, Canton district.

Yard Office, McComb, Miss.

Yard Clerk J. S. Kelley is in the Illinois Central Hospital at New Orleans. Recent reports as to his condition are favorable.

Office of Trainmaster, McComb, Miss.

Miss Ouida Barnes, daughter of Conductor L. E. Barnes, will sail early in June for Europe.

Switchman and Mrs. Robert Rueff are receiving congratulations on the arrival of a son, Robert Harper, Jr., April 22.

J. Umshler, assistant general yardmaster, Fordham yards, Chicago, and Harold Berry, general yardmaster, Wildwood, Chicago, recently spent a day at McComb, the guests of Trainmaster Wicker.

Local Freight Office, Jackson, Miss.

(C. H. Williams)

Ray E. Barrett, accountant, and Miss Mary Butler were married at Jackson, Miss., April 26.

Mrs. Homer Hill, car record clerk, is on duty again after an extended leave of absence on account of illness.

J. B. Terry, lumber clerk, has been appointed traveling freight agent, with headquarters at Hattiesburg.

An interesting meeting of division correspondents was held in the agent's office at Jackson, May 12. Eight were present from various local points. After a business session at which much enthusiasm was manifested, the meeting adjourned to the Pantaze Cafe, where an informal luncheon was served.

Local Freight Office, Hammond, La.

A shortage of strawberry pickers has been an alarming situation during the last few days with the berry growers. Hundreds of crates of berries were left in the fields on account of shortage of help.

Flora, Miss.

Sam Page, agent, and Miss Wilmuth Perry were married at the home of the bride's parents in Yazoo City, Miss., April 22.

Wash Bryant, pensioned porter, from the force of habit still meets the trains with as much regularity as when he was on the payroll. He is as polite as can be and never loses an opportunity to do some helpful thing as he goes about the town every day distributing the *Commercial Appeal*. Old Wash began work as a porter in 1887, and during that time, it is understood, he never missed the mail a single time; in other words, he made 45,480 trips on time.

Ticket Office, Jackson, Miss.

(J. G. Moore)

Miss Ella Ransom, matron, recently attended the National Conference of Social Workers held in Washington, D. C.

William Langley, formerly employed by the Gulf & Ship Island, has accepted a position as relief clerk, ticket and baggage office.

W. B. McIntyre and H. H. Clinker, former yard clerks, have accepted positions as baggage clerks.

Harry Stringer, caller, was injured in an accident at Jackson yards, May 2. He is receiving treatment in the Jackson Sanitarium. Recent reports as to his condition were favorable.

Repairs have been completed on the negro waiting room.

E. S. McMaster recently resigned to accept a posi-

One Hundred Twenty-four

tion with the Southern Weighing Inspection Bureau, Jackson.

Mechanical Department, McComb, Miss.

(Mildred Abbott)

The \$60,000 mechanical coal chute recently installed at McComb was favorably tested out May 8. This will effect a considerable saving at McComb in the handling of coal.

D. Q. Cunningham, master mechanic of the Missouri Pacific, with headquarters at Little Rock, Ark., recently spent a day at McComb shops.

B. H. Gray, general superintendent of motive power of the G. M. & N., spent a day in McComb recently in the interest of his engine, No. 104, which is being overhauled in the shops.

Foremen C. V. Miller and J. C. Lyons, Machinists M. D. McKinnon and A. G. Mogan, Welder Jim Boyd and Helper Apprentice Claude Blair spent several days recently on a fishing trip. They report the fish as biting well.

Pat McGehee, pitcher, McComb shop team, is on duty again after a severe illness. He received treatment in the Illinois Central Hospital at New Orleans.

Foreman and Mrs. C. V. Miller have the sympathy of their friends in the loss of their son, Charles, who died at McComb on May 10.

NEW ORLEANS TERMINAL

J Milton May,

Care of Agent

Local Freight Office

(Jesse W. Ford)

H. P. Vasterling, car disposal clerk, car department, who was confined to his home for ten days, seriously ill, is now back at work, fully recovered.

H. Phillips, clerk in the outbound warehouse, Poydras yard, has been promoted to inspector.

P. J. Brady, delivery clerk, inbound warehouse, has been assigned to assistant foreman, outbound warehouse, Poydras station.

Clarence Garvey, clerk, has been promoted to car record clerk, car department, local freight office.

Charles A. Breal and Edward Bernard, clerks, inbound warehouse, Poydras station, have been assigned to yard clerks for the joint agent at Chalmette, La. Joseph Fein, check clerk, inbound warehouse, Poydras station, has been promoted to delivery clerk in the same department.

A. C. Freidenberg, formerly car record clerk, car



In the French Quarter, New Orleans

Illinois Central Magazine

department, has been transferred to check clerk, inbound warehouse, Poydras station.

Export Department, Stuyvesant Docks
(Fred De Long)

Andrew Gras, stationer, suffered the loss of his mother on April 20.

Miss Jenny Walsh, statistician, has been promoted to export bookkeeper. She has been succeeded by John Scioneaux, formerly timekeeper.

Miss Irma McCubbin, expense bill clerk, has been promoted to stenographer, accounting department, vice Miss Julia McAllister, who resigned to accept a position with the Memphis Cold Storage Company, Memphis, Tenn.

Road Department
(Sadie Sterbenz)

Invitations have been issued for the wedding of Henry V. Lambou, clerk, roadmaster's office. He will be married on June 12 in New Orleans.

Terminal Superintendent's Office
(Myrtle Biersoll)

Thomas Maroney, for a number of years janitor and a well-known figure about Union Station, has been granted an indefinite leave of absence, owing to failing eye-sight.

On Saturday, June 16, a dance and bazaar will be given by the clerical forces, New Orleans terminal, for the benefit of J. W. Jehle, formerly accountant, terminal superintendent's office. Mr. Jehle, who entered the service of the Illinois Central on March 16, 1906, has been granted a 90-day leave of absence on account of continued ill health. He is now at Covington, La., convalescing. The dance will be held in the Knights of Columbus auditorium, and a cordial invitation has been extended to all visiting employees to attend. The following persons compose the committees in charge of the affair. Thomas J. Lee, director general; J. W. Cousins, honorary chairman, arrangement committee; C. T. Beven, honorary chairman, floor committee; J. E. Rogan, honorary chairman, reception committee; W. J. Mora, honorary chairman, refreshment committee; W. A. Delph, chairman, arrangement committee; Joseph Exnicious, chairman, floor committee; C. C.

FOR CAMPING PARTIES

Porter's Cottage Goat Farm on Lake Marion offers FREE use of four stoves and ovens to all visitors who bring their own equipment. Four parties can cook at once. Or camp with me. Come when you like. Stay as long as you like. Location, 3½ miles northeast of Goodnow, Wis. Write to

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De Luhrey, chairman, refreshment committee; A. B. Humphrey, Jr., chairman, program committee; John Hofstetter, treasurer; Denny McDerby, assistant treasurer.

Yard Department (A. J. Condon)

The employees of the yard department, New Orleans terminal, will give a bazaar and dance on May 19 at the Government yard assembly hall for the benefit of Frank Whittaker, engineer. Willie Lang's jazz band will dispense the music, and a good time is looked for by all who attend. The following compose the committee of arrangement: C. T. Beven, president, executive committee; J. N. Chapman, vice-president; W. J. Mora, chairman; J. B. Exnicious, chairman, arrangement committee; J. Kane, A. Leopold, C. Steiz, J. Janveaux, R. J. Lacy, A. Segur, T. A. McConnell, T. Donovan, L. Stengel, F. Ballard, A. Kamm, F. C. Nodier, G. T. Nodier, C. J. Eberhardt, W. T. Englehorn, L. Wyman, J. Conniff, T. Johnson, E. Sherling, C. Wright.

MEMPHIS DIVISION

Mrs Collie P Said

Secretary, to Superintendent

Freight Office, Helena, Ark.

(Mrs. W. L. Stovall)

We are reminded that spring is here, as Agent William McLaurin is beautifying the flower garden. This spot was one of the most beautiful in Helena last year, due to Mr. McLaurin's untiring efforts and the hearty co-operation of the Twentieth Century Club.

Freight Office, Clarksdale, Miss.

(C. H. Skeahan—Olga Kendrick)

Mr. and Mrs. C. R. Crittenden have moved to Clarksdale from Corinth, Miss. Mr. Crittenden is the new accountant in the local freight office.

Mrs. E. D. Gelston, formerly stenographer to the agent, now living in New Orleans, paid a pleasant visit to the office at Clarksdale recently.

V. S. Adkins, claim agent, is erecting a new home on Catalpa Street, Oakhurst Addition. Mr. Adkins contemplates moving his family to Clarksdale upon completion of the new house.

Gordon Dennis, check clerk in the warehouse, has



A group of the boys at Levee yard, New Orleans. Left to right: Thomas Johnson, yardmaster; C. T. Beven, trainmaster, New Orleans terminal; A. M. Escude, engine foreman; E. W. Artus, helper; William Krail, helper.

One Hundred Twenty-six



Miss Bessie E. Phipps, garnishment and pass clerk, and paymaster in the office of Superintendent J. M. Walsh of the Memphis division, has been in service since October, 1918. She is greatly admired by a host of friends for her sunny disposition and the fact that she is courteous and accommodating at all times. She is a sister of Conductor Bob Phipps of Jackson, Miss.

resigned and accepted a position on the city police force.

Supervisors' Office,

Tutwiler, Miss.

(Clara Milligan)

Division Gardener W.

Dorsey has distributed flowers and shrubs to all section foremen. These plants have been set out, giving the homes a brighter and more cheerful appearance. The parks on the division have also been improved.

Rodney Dubard, flagman, is again at work, after a week's illness, due to an injury received while working at Gwin, Miss., recently.

Greenwood, Miss.

(R. V. Barber)

Raymond W. Brown, chief clerk to Agent J. W. Arrington, has been forced to ask for a year's leave of absence and go West on account of ill health. Mr. and Mrs. Brown left on April 25 for El Paso, Texas. A purse of \$552.50 was made up by employees at this station and presented to Mr. Brown as an expression of good will and fellowship.

VICKSBURG DIVISION

H H Barlow

Office of Superintendent

E. H. Kenney, third trick operator at Cleveland, Miss., recently departed for various points in the West on an indefinite leave of absence to improve his health. He is relieved by H. W. Crout, extra agent.

J. W. Champion, formerly warehouse clerk at Cleveland, has been promoted to the agency at Skene, Miss. He is relieved by A. K. Whitmer.

Agent and Mrs. T. A. Noel of Greenville, Miss., left recently for Rochester, Minn. Mrs. Noel has been in ill health for some time and is entering Mayo Brothers Sanatorium for treatment.

J. F. Barber, ticket agent at Greenville, attended the Grand Chapter, Order of Eastern Star, held at Greenville, May 7, 8 and 9. Delegates from all over the state attended the meeting, and Mr. Barber, as Worthy Patron of the local chapter, had a busy time arranging the various entertainments for the visitors.

J. M. Mize, car inspector, formerly of the Columbus & Greenville Railroad, Greenville, and John Schlottman, machinist, formerly of Vicksburg, have recently been employed in our mechanical department at Greenville.

Mr. and Mrs. F. F. Thompson recently lost their only child, Gretchen, 18 years old. The little girl was spending a week-end on Lake Bolivar with school friends, and while she was out boat riding early Saturday morning, April 14, the boat was accidentally overturned and she was drowned. Several railway employees from Greenville volunteered their services in helping locate and recover the body. Professor Fox of the Delta Pine and Land Company,

Illinois Central Magazine

Scott, Miss., deserves praise for efficient service in helping recover the body. Funeral services were held from the Methodist Church, and burial was in the Greenville cemetery.

W. E. Regan, supervising agent, is now comfortably located in his new home, purchased recently, on Starling Street, Greenville.

J. R. Shoffner has been filling the position of car distributor since W. D. Hoff has been granted a leave of absence.

Conductor S. S. Buck, Sr., was found dead in his bed Friday morning, May 11, at Cleveland, Miss., by a call boy who was calling a crew for its daily run. Mr. Buck was born in Gibson County, Tennessee, and had served on this division as a conductor for seventeen years, having entered service July 25, 1906. He is survived by his widow and three children.

Ticket Agent J. F. Barber of Greenville has moved out to his new 2-story home on his plantation, near Metcalf, and is boasting of the finest sleeping porch in this part of the country.

NEW ORLEANS DIVISION

Thomas Treanor Office of Superintendent

Vicksburg and Vicinity

John Garvey, pensioned engineer, and Mrs. Garvey celebrated their golden wedding some days ago. They kept open house the entire day and received a large number of well-wishing friends, including many of Mr. Garvey's old companions and fellow workers of the days gone by. Mr. Garvey is in splendid health, still vigorous and energetic, and keeps in close touch with the system which he served so long.

Road Department

Near Ingleside, Miss., south of Vicksburg, there

Ford Runs 57 Miles on Gallon of Gasoline

A new automatic vaporizer and de-carbonizer, which in actual test has increased the power and mileage of Fords from 25 to 50 per cent and at the same time removes every particle of carbon from the cylinders is the proud achievement of John A. Stransky, 3836 South Main Street, Pukwana, South Dakota. A remarkable feature of this simple and inexpensive device is that its action is governed entirely by the motor. It is slipped between the carburetor and intake manifold and can be installed by anyone in five minutes without drilling or tapping. With it attached, Ford cars have made from 40 to 57 miles on one gallon of gasoline. Mr. Stransky wants to place a few of these devices on cars in this territory and has a very liberal offer to make to anyone who is able to handle the business which is sure to be created wherever this marvelous little device is demonstrated. If you want to try one entirely at his risk send him your name and address today.—Adv.

June, 1923

\$25 A DAY
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Large shirt manufacturer wants agents to sell complete line of shirts, pajamas, and night shirts direct to wearer. Advertised brand—exclusive patterns—easy to sell. No experience or capital required. Entirely new proposition. Write for free samples.

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Men and Women

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is a section of the main line which is in continual danger of destruction, during the occasional periods of bad weather, from a stream near by which frequently develops a freshet. To obviate this trouble, the course of the stream is being diverted from the vicinity of the tracks. Supervisor J. M. Harper and Assistant Engineer H. R. Davis are directing the work, which is being done by a contractor, John Noble, with improved ditching machines.

The ditching and embanking project south of Baton Rouge is progressing admirably. The engineers in charge, E. D. McCune and A. D. Spengler, have the work well in hand. Upward of three hundred teams are in use on the work.

The road department is glad to announce that the damage resulting from the recent heavy rains has been almost fully repaired. Supervisor C. M. Godard, however, is still engaged in removing the enormous slide north of Stanton, Miss., which humped the track in an astonishing manner.

The section foremen and their families all along the line have made a great start toward beautifying the section grounds. Shrubbery and flowers, shade trees, pecan and fruit trees are in a flourishing condition. Great interest is shown by all employees in this laudable work, and in a short while we expect our section lands to compare favorably in attractiveness with any on the system.

B. & B. Department (C. W. Legg)

Foreman V. C. Williams and his gang have made many necessary improvements at the Vicksburg freight house. The office has been completely renovated and a new set of office furniture installed.

Division Gardener John Dinkins reports that the parks and gardens which suffered so disastrously in the cold weather are again in good shape. Many of the more tender plants which were killed or injured by the sleet and snow have been replaced, and some rare new plants have been planted.

Along the Line

Engineer H. S. France, who has been on the sick list for the last four months, has recovered sufficiently to resume work.

Engineer D. M. Freeman, who received painful injuries in February, is back on his engine.

Natchez, Miss. (R. K. Holman)

The division friends of T. C. Cunningham, who was recently assigned to the Natchez yards as switchman, will regret to learn that he is off duty indefinitely on account of a fracture of the foot received while performing his duties in the yard. He is getting along nicely.

It is very gratifying to all of the employees at this station to view our station buildings and grounds, as Foreman Sam Hill has just completed painting all of the buildings with the usual colors, which has certainly made a decided improvement in the appearance of the entire place.

Our gardeners also have been busy here recently, planting beautiful flower beds and touching up the parks in general. Of course these all go in harmony, especially at this time of the year. This work has made an impression on the general public of Natchez, due to the fact that the citizens have just begun a general "clean up and paint up campaign" in Natchez.

With some the dominating fads of sporting at this station have been hunting and fishing, but here comes a radical change from our previous indulgences. Ernest Goza has been telling tales around the office for some time now about something new to us. This is what he calls "bull-frog grabbing"—something like the way they grab live fish here during the spring months, only for this they use an instrument made of a fishing cane and a grab hook, something similar to a frog gig. It is my understanding that a man has to be an expert marksman to direct his weapon with lightning speed so as to grab a frog before he



B&O-251328, loaded by the W. W. Gary Lumber Company, Percy, Miss., contained 34,219 feet of lumber weighing 142,000 pounds.

is warned and can escape. Ernest says military discipline and drill are necessary to the success of one of these hunts. One man has to take the water in hip boots (neck deep, if necessary) and throw out a drag-net all along about ten feet from the bank. Another man marches along the bank at the water's edge with a spotlight. This advance guard spots the frog sitting, and at the signal that the game is sighted an auxiliary force of sharpshooters or grabbers is called into action to make the capture. From all evidence, Ernest is reputed to be a champion at this final phase of the hunt. I understand that they do not confine themselves to frog grabbing exclusively, but they have been grabbing even large snakes, such as water moccasins and the like, and trout that get mixed up and confused in the glare of their headlights. In fact, Ernest claims to have caught about a 2- or 3-pound trout the other night by grabbing him with this patented instrument when the fish was several feet under the water.

Mechanical Department, Vicksburg, Miss. (Thelma Howard)

Mrs. R. J. Melon attended the Eastern Star Convention in Greenville recently.

Foreman Robinson narrowly escaped a serious accident in his new motor car recently.

Foreman Bank's wife was called to her home in Ohio recently by the serious illness of her mother. We are glad to know her mother is much improved now.

Foreman Johnson has been getting his fishing lines and poles ready for the outdoor season.

Machinist J. D. McCarron has moved into his new residence on Dabney Avenue.

Foreman Schlottman has a new motor car. The old one has made its mileage and has been retired.

Samuel Barnes died recently. Sympathy has been extended to his sons, who work for the Yazoo & Mississippi Valley at Vicksburg.

Employees from Vicksburg, including Mike O'Keefe and Leo Koestler, made a trip to Clarksdale, Miss., recently for the ball game between Vicksburg and Clarksdale.

Electrician J. D. Johnson was married at his home town, Oxford, Miss., recently.

The Association of Carmen, Helpers and Apprentices met in the council room a few nights ago for a general good time. The wives, mothers, sisters and sweethearts were present; there was good music and plenty of "eats," and everybody reports a good time. Mr. Christy made a talk.

The Corliss 300-horsepower engine that has operated the machinery of the Yazoo & Mississippi Valley shops for the last twenty years has been removed on account of the electrification of the shops.

The clock from the master mechanic's office is undergoing repairs and is greatly missed by everyone, the timekeeper in particular.

The re-examination car was at Vicksburg recently. Doctor Lambert and Doctor Curry enjoyed a long drive through the National Military Park.

Illinois Central System Discusses Valuation of the Railroads

Under the terms of the Valuation Act, introduced and sponsored by Senator Robert M. LaFollette of Wisconsin and enacted into law by the Congress in 1913, the Interstate Commerce Commission has been engaged about nine years in compiling data to determine the value of the properties owned by the railroads and used in the service of transportation. The Government and the railroads together have already expended upon this work about \$88,000,000.

Using the information on railway value compiled by its Bureau of Valuation, the Interstate Commerce Commission in 1920 placed, for rate-making purposes, a tentative valuation of \$18,900,000,000 upon the railway properties of the country. Although this country probably never will go back to the low level of costs existing prior to the war, this tentative valuation was based upon pre-war costs, which since then have practically doubled. Subsequent net additions to the railway properties have been taken by the Commission at cost less depreciation, and the present tentative valuation is around \$20,000,000,000, which is about \$2,000,000,000 in excess of the outstanding railway capitalization.

Valuation and capitalization of railway properties are sometimes confused in public discussions. Some railroads are over-capitalized; on the other hand, many railroads are capitalized at much less than a fair value of their properties.

Take the Illinois Central System as an example. The aggregate par value of our securities outstanding as of December 31, 1922, was \$406,868,141. On that date we owned about 75,000 freight cars, 1,850 locomotives and 1,700 passenger train cars. Taking \$1,000 as the average value of our freight cars, which is less than half what a new car costs today; taking \$30,000 as the average value of our locomotives, which is nearly half what we are paying now, and taking our passenger train cars at \$15,000, less than half the present price (most of our passenger cars are modern steel cars), the following is a conservative estimate of the value of our equipment alone:

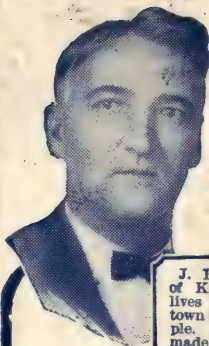
Freight cars	\$ 75,000,000
Locomotives	55,500,000
Passenger train cars.....	25,500,000
	<hr/> \$156,000,000

Subtracting this from our capitalization gives only \$250,868,141 as representing the value of our roadway, with its right-of-way, ballast, ties and rails, bridges, signals, telephone and telegraph lines and other roadway properties, and even including our buildings, land, roundhouses, shops, freight and passenger stations and the like. The value of our terminal properties at Chicago and other important cities runs into large figures. For example, we own 1,415 acres lying within the city limits of Chicago, 114 acres bordering on Michigan Avenue and the great Loop district. The Illinois Central System owns about 6,200 miles of road, but, counting additional main line trackage, passing tracks and yard tracks, we have about 10,000 miles of track. If the \$250,868,141 referred to above covered the value of track alone (excluding all other properties used in the service of the public), it would represent only about \$25,087 for each mile of track. It costs around \$25,000 a mile to build ordinary hard-surfaced highways with only light grading and bridge construction involved and without including the cost of acquiring the roadway. Will any reasonably minded person deny that the Illinois Central System's track, with its right-of-way, ballast, ties, rails, heavy bridges, signals, telephone and telegraph lines and other appurtenances, is worth more per mile than it costs to build a mile of hard road with only light grading and bridge construction involved and without including the cost of acquiring the land?

There are some who are trying to make it appear that the Interstate Commerce Commission's tentative valuation of the railroads is excessive and a burden upon those who pay freight and passenger rates. They overlook the fact that out of every dollar received by the railroads in 1922 about 86 cents went to pay the actual costs of the service rendered to the public (costs upon which the valuation can have no conceivable effect), and only about 14 cents remained out of which to pay interest on indebtedness, rentals of leased lines, dividends and the cost of enlargements and improvements.

Constructive criticism and suggestions are invited.

C. H. MARKHAM,
President, Illinois Central System.



J. R. HEAD,
of Kansas, who
lives in a small
town of 631 peo-
ple. He has
made as high as
\$69.50 in one
day, selling
Comer All-
Weather Coats.



E. A. SWEET,
an electrical en-
gineer, is mak-
ing from \$600 to
\$1,200 a month
and works only
about four hours
a day.



W. S. COOPER,
of Ohio, who
finds it easy to
earn over \$500 a
month selling
Comer All-
Weather Coats.

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These Are Facts

Does that sound too good to be true? If it does, then let me tell you what J. R. Head did in a small town in Kansas. Head lives in a town of 631 people. He was sick, broke, out of a job. He accepted my offer. I gave him the same chance I am now offering you. At this new work he has made as high as \$69.50 for one day's work. If that isn't enough, then let me tell you about E. A. Sweet of Michigan. He was an electrical engineer and didn't know anything about selling. In his

first month's spare time he earned \$243. Inside of six months he was making between \$600 and \$1,200 a month. W. J. McCrary is another man I want to tell you about. His regular job paid him \$2.00 a day, but this wonderful new work has enabled him to make \$9,000 a year. Yes, and right this very minute you are being offered the same proposition that has made these men so successful. Do you want it? Do you want to earn \$40.00 a day?

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tion that gave R. W. Krieger \$20.00 net profit in a half hour. It is the same opportunity that gave A. B. Spencer \$625 cash for one month's spare time.

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